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HE IS!  
SHE IS!  
THEY ARE!

SO WHY DONT

**U.B.?**

**CALDBECK'S**

## Hong Kong Typed-Off.

### OFFICIAL HANDBOOK IS POOR PUBLICITY

"RIVIERA OF THE ORIENT"—SARCASM?

There was a time—many years ago—when it was the general consensus of opinion that guide-books were particularly dull. That was so before the advent of artistic printing, greater variety of types, improvement in picture reproduction and the prosecuting of purposeful publicity. Most world-famed places now have their official Travel Associations from whence are issued glamorous varieties of brochures, handbooks and pictorial publications calculated by the expert publicist to function as magnets attracting the personal attentions and wealth of hundreds of thousands of prospective travellers.

Hong Kong has a Travel Association, and whether this organisation can be regarded as a luxury or an extravagance may well be left to the good sense and taste of those responsible for providing the means whereby it functions—money. Judging by the Handbook which this organisation published yesterday under the captivating title, "Riviera of the Orient," one is forced to the unhappy conclusion either that Hong Kong is a particularly dull and uninteresting place; or that the producers of this unimaginative volume are only remotely threatened with publicity intelligence.

BEING MAINLY BASED ON ITS OUT-OF-DATENESS.

This publicity anachronism is glibly priced at \$1. Well, how many people will pay that price is nobody's business, except, of course, the directors of the Hong Kong Travel Association; but it is consoling in this connection to remember the dictum of a famous showman who declared that "there was one born every minute."

IF THIS PUBLICATION SHOULD PROVE A PAYING PROPOSITION, THEN IT IS FAIR TO STATE THAT THE ESTIMATE OF THE GREAT SHOWMAN WAS DECIDEDLY CONSERVATIVE.

Pictorially this Handbook is quaint but not interesting. Convincing is, apparently, the last thing its producers hoped it to be. The letterpress, when it seeks to portray the myriad-hued beauties and charming amenities of the

Colony, is simply yawn provoking; and when it seeks to impart statistical information it is incomplete.

Most people in other parts of the world think of Hong Kong in terms of picturesque brightness, social gaiety, scenic splendor, sporting charm and generally happy living.

Are all those mere illusions? Perhaps—but only perhaps.

Anyway, why waste time and talents on disillusioning prospective adventurers to the Orient with Hong Kong as the pivot of action?

Before the Hong Kong Travel Association perpetrates another Handbook it should budget for something much less conspicuous than a 150 page production.

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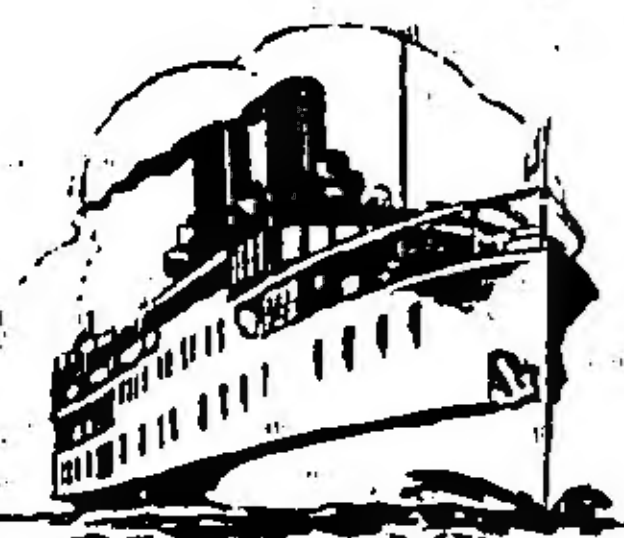
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## "I KILL MYSELF!"

### DOCTOR'S DEATH MESSAGE

#### TRAGEDY REVEALED AT INQUEST

"I AM TIRED OF LIFE—I KILL MYSELF" WAS THE GRAPHIC MESSAGE IN BROKEN ENGLISH READ TO THE KOWLOON COURT YESTERDAY BY ACTING SUB-INSPECTOR A.E. KINNAR, OF THE WATER POLICE, C.I.D., AT AN INQUEST INTO THE CIRCUMSTANCES ATTENDING THE DEATH OF DR. ADALBERT BARDOS, WHO DIED ON JULY 24 AT THE KOWLOON HOTEL. A VERDICT OF SUICIDE WAS RETURNED BY A JURY COMPRISING: MESSRS. CHAO HING KI (FOREMAN), WONG WING CHUN AND G. M. GUTIERREZ, JR. THEY FOUND THAT DEATH WAS DUE TO AMYTAL, ADMINISTERED BY HIS OWN HANDS. MR. E. HIMSWORTH SAT AS CORONER.

Dr. A. Bardos registered at the Kowloon Hotel on the night of July 23.

During the night, Li Kong, room boy, brought some iced water to Room 415, and the next day, witness deposed to hearing some snoring emanating from that room.

Knocking at the door at 4 p.m., Li Kin received no reply, and entered. What met his gaze prompted him to summon the manager of the hotel, Mr. H. J. H. White. The latter immediately called the Water Police, and Acting Sub-Inspector Kinnear arrived shortly afterwards.

Sub-Inspector Kinnear stated that on entering the room, he found a man lying with his face downwards on the bed, clad only in his underclothing. On the table was a note which read:

JULY 23-36.  
EVERYTHING PERFECT MADE BY GOD AND EVERYTHING SPOILT BY THE HANDS OF HUMAN BEINGS. THEREFORE IS LIFE A STRUGGLE UNTIL DEATH.

The remains were removed to the Kowloon Mortuary for a post-mortem, which was conducted by Dr. G. H. Henry, Medical Officer at the Kowloon Mortuary at 9 a.m. the next day.

Dr. Henry found that the cause of death was due to poisoning by barbituric acid derivative. There were about 8 grains on the table beside the deceased, and 1½ grains were usually used for insomniacs.

Witness said there were no signs of violence, and there was a lack of disease or injury.

In his instructions to the jury, Mr. Himsworth said: Medical evidence points to amytal poisoning.

I think you will probably find in your verdict that it was self-administered, but I would warn you, however, against the verdict of suicide while of unsound mind. I suggest that it would be much better if you gave your verdict as "death by his own hand."

The jury were at one with His Worship and summed up their verdict as follows:—"We find that the deceased died of poisoning from barbituric acid derivative. The deceased died by his own hand."

## 'Queen Mary's' Triumph

The world rejoices with Great Britain in the supreme triumph of the Cunard-White Star liner Queen Mary in winning the Blue Riband of the Atlantic. The liner's success is a tribute to her engineers and a testimony to the builders and workmen who assembled her in the yard at Clydebank from where she was launched by Her Majesty the Queen last year.

The giant queen of the ocean captured the trophy on her sixth Trans-Atlantic crossing, having broken the record for both directions in consecutive voyages.

It was in 1929 that the German liner Bremen won the honour previously held by the famous Cunard liner Mauretania for twenty-one years. Thereafter the Blue Riband was held successively by the Europa, Bremen for the second time, the Italian liner Rex, and then the French liner Normandie.

Britons may well feel proud of the Queen Mary's conquest of the Atlantic. August 30, 1936 will remain a red letter day in the history of British shipping. Congratulations to Sir Edgar Britten, commander of the Queen Mary, and may her sister ship, when she goes to sea, enjoy even greater success!

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# AVIATION

## AIR-MAILS OF EMPIRE

### Next Year's Great Scheme Explained INTER-IMPERIAL COMMUNICATION

As great a milestone in communication—and in some respects a greater one—than the introduction of the penny post nearly a hundred years ago, is heralded by progress with "Canopus", the first of the new fleet of Imperial Airways flying-boats. This 18-ton aircraft, and 27 sister-ships which are also in construction, will inaugurate a new era in inter-imperial communication. They will, as they come into service next year, give effect to the decision of the Government to carry first-class letter mails in bulk by air on the Empire routes.

When Rowland Hill advocated the penny post he promised that it would furnish an improved method of communication between distant relatives and friends, and would give an increased energy to trade; and that ideal—using the fastest means of transport available—has always been the guiding principle of the Post Office. From coach to train, from sailing ship to steam, and from surface transport to the highways of the air, the demand has been for speed, and still more speed.

At the present time, from London to Calcutta, a surface transport journey occupies 16 days, and to Sydney, Australia, 31 days. By existing air-mail schedules these times are reduced to 6½, 8½ and 12½ days respectively. And what of the still faster services which will become possible with the aircraft of the new air-mail scheme? Here one can quote the Under-Secretary of State for Air, Sir Philip Sassoon who, when outlining the new project in the House of Commons, said, the aim was to reduce the transit time to India to just over two days, to bring East Africa within 2½ days of the Homeland, to reduce to four days a journey to the Cape, and to bring Australia within a week of England.

#### NEW ERA OF FLYING

No story is more interesting, or more important, than that which has led progressively, stage by stage, from early experiments in air-mail transport to this new era of day-and-night flying. Looking back into the past one finds that, within a year of the introduction of the penny post, the balloonist Gypson was dropping a stamped letter from the air while in a flight over Lymington; while as far back as 1870 the Post Office issued an official handbill showing how people could send letters to Paris by pigeon-post during the stage of that city. After this came further tests with balloons, airship, and early-type aeroplanes; and then in 1911 the Post Office gave its official sanction to a series of trials with aeroplanes during which more than 100,000 letters and postcards were flown between Hendon and Windsor.

Even during the Great War the question of mails by air was not overlooked, and the Civil Aerial Transport Committee, on which sat experts from the Post Office, was engaged in 1917 in drawing up plans for a post-war use of aeroplanes in the regular carriage of letters. Soon after the war came the first London-Paris air service, and this, within a few months of its inception, obtained an official contract to carry His Majesty's Mails.

Other routes followed and, as aircraft improved in size, speed, and reliability, attention began to be turned to long-range services between England and various parts of the Empire. In 1923 a Government Committee, reviewing the whole position, recommended that in the development of Empire air transport one national organisation should be created, assisted by the State over a period of years, and having the ability to unfold a comprehensive, clear-cut scheme in respect of air craft, organisation, and routes.

#### PLANES ORDERED

In the following year, giving effect to these suggestions, came the establishment of Imperial Airways. Active preparations followed on the routes to India and Africa. New land-planes and flying-boats were ordered. Airports, wireless, and meteorological services were established, and by 1927 a first link was flying between Cairo and Basra. Two years later the London-Karachi service was in operation; and after that came the route between England and South Africa.

Loads increased on the Empire air-lines; while extensions of the India service were pushed through to Calcutta, Rangoon, and Singapore. Australia was, of course, the goal in such extensions, and by the end of 1934 it became possible to carry air-loads in both

## New Date For London-Johannesburg Race

### Famous Air Aces In £10,000 Contest

In order to give pilots who are competing in the London-Johannesburg air race the benefit of the full moon for night flying, the Royal Aero Club has announced that the race will now begin on Nov. 29, instead of Nov. 15.

Although the majority will welcome this alteration in the starting date, some pilots who are certain starters are bawling the change, as they prefer complete darkness, and rely on their flying instruments.

In view of the fact that the race is mainly intended to speed up air communications between England and South Africa, it would seem a better test if the date had not been altered. Again, it would be a sterner test of the navigating capabilities of the pilots if the night flying was difficult.

#### KING'S CUP PLANES

The time has been too short between the announcement of the

race and its commencement to enable firms to build a special machine to compete, and as a result the types which figured in the King's Cup Air Race will be the principal entrants in the Johannesburg race.

About a dozen entries are expected, and the probable starters include:—

Mrs. Mollison, Percival Vega Gull.

Mr. Mollison, Mew Gull.

Flight-Lieut. Tommy Rose, B.A. Double Eagle.

Mr. Campbell Black, Mew Gull.

Major A. W. Miller, Mew Gull.

Mr. Ken Waller and Mr. Max Finlay, Alspeed Envoy.

Mr. Buckingham, a De Havilland product.

Mr. Victor Smith, Miles Sparrowhawk.

The first prize will be £4,000, and there are other prizes of £3,000, £1,500, £1,000, and £500.

There will be speed and handicap races, both to run at the same time. The prizes are presented by Mr. I. W. Schlesinger, the South African magnate.

directions right through over a route connecting London and Brisbane. Feeder services were also established. West Africa and Hong Kong were brought in aerial network. Services were duplicated until air-liners were flying twice-weekly in each direction between London and Johannesburg, and twice-weekly, also right through from England to Australia.

#### MILEAGE INCREASE

From 3,000 miles in 1919, the mileage of the world's air-mails has grown to over 225,000 in 1936, and, in addition to progress eastward across the Empire, Imperial Airways are now preparing for experiments which will furnish an

Atlantic link with the air services of Canada and the United States. The Pacific is also being opened up for commercial air traffic.

In seventeen years, since the inception of the first Paris service, the flying-mail has developed into an Empire network from Great Britain to Egypt, Africa, India, Malaya, China, and Australia; while the curtain is now about to rise on that still greater phase when the air-mail will be at the Empire's service as a normal, routine facility, without any special charges being imposed for the hours, days and weeks that will be saved—as compared with surface transport—by the swift carriage of bulk loads in day-and-night flights.

## MOTOR JOTTINGS

### NEW CAR PROGRAMMES

#### Aeronautical Practice In Engine Construction

#### SMALL CARS, HIGH SPEED

Almost all the manufacturers have now announced their new car programmes; the new models will show interesting improvements. Outwardly there is no great change, nor was any expected; in the matter of power production and transmission there is no radical innovation, but in detail there is much advance. The programmes are interesting apart from this.

It has been a common experience that, sales during the past season have been unusually good, in many cases output has gone beyond what was originally planned, and as a consequence prices of many of the new models are reduced, sometimes substantially. (In some cases prices had already been lowered, and accordingly remain unaltered for the new production.) The prophets had been assuring us that prices must go up because of the big increase in demand for steel and other material for armament purposes.

Still more interesting, and a matter that will be welcomed by owners, is the change in output policy indicated by the makers. There is to be no "period" production; that is to say, after one batch of models has emerged from the factory there will be no small change in design for the purpose of creating so-called new designs. In the past this practice has given us models produced, say, in the early part of the year and superseded at a later period by models similar except for slight detail. The new model has outlived a

car which might be only a few months old. The process has not been satisfactory to the purchaser, for it affected the depreciation value of a car that could not be called old. Under the new policy improvements are to be made only when tests have justified their adoption; modifications will no longer be put out in mass form to convey the impression that here is a new car. The policy is boldly announced by Morris Motors, who state that they are against changing models merely with the object of creating new designs. It is hinted at in other announcements.

#### SMALL CARS AND HIGH SPEED

The small car is still to predominate. Many models of 10 h.p. or under are announced, and the technical details suggest robustness with reliability. A point that will not catch the eye of the owner is that this robustness owes much to the adoption of aeronautical practice in engine construction, a feature in which Armstrong Siddeley have led the way. This gives increased power output without any appreciable increase in weight, and, in fact, the power-to-weight

ratio is a factor in the present-day small car with which makers have made extraordinary progress. The high-speed crankshaft revolution achieved to-day in cars of small power, along with robustness, is remarkable.

#### HIGH CRANKSHAFT

Yet, whether this high crankshaft rate, with consequent capacity for fast travel on the road, is the true line of development is to be questioned. We have reached a point when 10-h.p. cars, and even those of smaller power, can do sixty, even up to seventy, miles an hour on the road. Excellent as a performance, but one not, to be maintained if only because road conditions do not allow of it; and, again, not desirable because it means that the small engine is running to full capacity. It is a performance capacity which gives an engine doing best, well on top of its job and with some reserve in hand, at forty miles an hour or thereabouts, but pulling less sweetly and less sturdily at thirty miles an hour or less. In modern road conditions, with the increasing density of traffic, speed-limits,

## New Tests For Private Cars

### DRIVERS LIABLE TO BE STOPPED

Very shortly private motorists will be liable at any time to be stopped on the roads and their cars subjected to tests to see whether brakes, steering-gear and silencers are up to standard.

Draft regulations to this effect have been circulated by Mr. Horne-Bellish, Minister of Transport, to the motoring organisations. The Minister's object is increased road safety. His proposals are being criticised on the score of expediency.

Fears are expressed in some quarters that we may see long queues of cars waiting their turn for inspection, that the examiners will be police constables lacking the necessary expert training, or that motorists may be held up by persons pretending to be examiners for nefarious purposes.

and the like, a small car ought to pull steadily and well over a wide range, say from 25 to 35 miles an hour. It too often happens to-day that a check which brings down a speed to some 25 miles an hour means a change down to work up enough crankshaft speed to get back into top gear, and to a higher speed, again. This is one of the disadvantages of the modern high-speed small engine, and it should be remedied.

#### NEW IMPROVEMENTS

The new cars, of course, conform to the regulations affecting the dipping of lights. Considerable attention has been given to springing, and the lighter short-wheel-base cars, always the more sensitive to road inequalities, will now ride more smoothly. Brakes have increased in efficiency. Various devices and braking systems en-

### QUESTION OF UNIFORM

The Society of Motor Manufacturers and Traders is pressing the Minister to amend the regulations so that the testing shall not be done by police officers, unless they have been specially trained for the purpose. They would prefer that the present staff of examiners, now engaged on similar tests of commercial vehicles, should be augmented. Some of the motoring organisations have always held that no one should have the right to stop a vehicle on the road unless he is in uniform.

Cars and motor-cycles are already liable to be stopped by the police for examination of tyres and other accessories or components. The new regulations go a step further in including steering-gear.

It is generally agreed that, to be effective, the tests must be much more thorough than the cursory inspection of a constable on the road side.

sure an equalised pull on all the brake drums, and power of retardation is higher. The adjustable steering-wheel, with a column-head sliding for some inches, a boon where there is more than one driver to a car, is a common feature. Seats are now made to conform with the human figure so that driving fatigue is lessened; moreover, they can not only be slid backwards or forwards, but tilted to the most comfortable angle. Narrower body pillars reduce obstruction to the view of the driver, and in numerous little ways the needs of the driver and the comfort of the passengers have been considered. It is all detail improvement, but in the sum it is so appreciable that one almost feels apologetic in suggesting that accessibility, as provided down to five or six years ago, would be a boon to the owner-driver.

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## AIR AGREEMENT

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As has already been announced discussions took place in Ottawa in November last between representatives of the United Kingdom, Canada, the Irish Free State and Newfoundland regarding the establishment of an Air Service across the North Atlantic. Arrangements were finally agreed upon subject to the approval of the Governments concerned, which has now been given, to enable survey flights to be undertaken and an experimental air mail to be established as soon as possible, to be followed eventually by a mail and passenger service on a minimum schedule of two flights a week in each direction.

Discussions also took place immediately after the conference in Ottawa, with representatives of the United States Government in Washington with a view to securing the fullest measure of understanding and co-operation with the United States in the development of transatlantic flying.

### JOINT COMPANY

The main details of the arrangements agreed between the respective Governments are in part as follows:

A Joint Operating Company which will be responsible for carrying on the services will be incorporated at the instance of three Companies, of which one will be nominated for that purpose by the Government of the United Kingdom, one by the Irish Free State Government and one by the Canadian Government. The Company nominated by the United Kingdom Government will be Imperial Airways Limited.

In return for landing facilities to be granted to the Joint Company by the United States Government, Pan American Airways will be granted landing facilities by the Governments of the United Kingdom, Canada, the Irish Free State and Newfoundland; and that Company will participate on a basis of reciprocity with the Joint Company in the operation of the services.

### EXPERIMENTAL FLIGHTS

Experimental long-distance flights and other necessary investigations will be carried out in the near future. The incorporation of the Joint Company will involve some delay and it has been arranged that experimental flights and investigations will be conducted by Imperial Airways Limited. The results of the experimental flights and investigations will be placed at the disposal of the Joint Company when it is established. It is understood that Pan American Airways will also be conducting experimental flights.

During the experimental stage flying operations will be financed by the Government of the United Kingdom. When the Joint Company assumes responsibility for flying operations it will receive an annual subsidy from the several Governments on an agreed basis.

Of the total annual subsidy required Canada will contribute 20 per cent, subject to a maximum of £75,000, the Irish Free State 5 per cent, subject to a maximum of £12,000, and Newfoundland a sum to be agreed between that Government and the United Kingdom Government; the remainder will be made up by the United Kingdom Government. In consideration of their contribution, the Irish Free State Government will be entitled to participate in the Empire Air Mail Scheme, if and when they so desire, without payment of further subsidy but only of the postal payment.

### GOVERNMENTS' UNDERTAKING

Each of the four Governments concerned has undertaken to arrange for the provision of the necessary airport, radio and meteorological facilities for the transatlantic service.

The four Governments concerned has also undertaken to grant the necessary landing and transit rights within its own territory to the Joint Company and to Pan American Airways.

An Inter-Governmental Committee on Transatlantic Air Services will be established, consisting of four members appointed respectively by the Governments of the United Kingdom, Canada, the Irish Free State and Newfoundland, to which will be referred for approval decisions of proposals of the Joint Company relating to transatlantic air services which may affect national policy or the relations of the Governments concerned "inter se" or with other Governments. All decisions of the Inter-Governmental Committee will be reached by unanimous vote.

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1. The sun never sets on the activities of Imperial Airways.
2. With its associated companies it serves 4 continents and 30 countries.
3. Every day its fleet, together with those of its associated companies, flies a distance approximately three-quarters of the earth's circumference at the equator.
4. Imperial Airways has under construction a fleet of 41 double-deck air liners of a total horsepower of 123,860.
5. These liners will have a total passenger accommodation of over 1,000.
6. Starting in 1937, all first-class mail posted to places along the Empire air routes will be carried by air, and this new fleet will have space for over 9,000,000 half-ounce letters.
7. It employs over 1,800 people.
8. The staff is spread over 53 stations.
9. It has dealings in more than 25 currencies.
10. Salaries and wages bill exceeds £350,000 per annum.
11. Its aircraft used over 2,500,000 gallons of fuel last year.
12. It carried over 24,000,000 letters last year.

## WIRELESS PROGRESS IN INDIA

### Medium-wave Transmitting Stations Operations

Emphasizing that "rapid communication is a necessity for the maintenance of regular air services" the Department of Industries and Labour of the Indian Government has issued a memorandum concerning wireless facilities for air transport in that area. All main aerodromes in India, are, it is explained, supplied with medium-wave transmitters and receivers. As long as the aircraft operating are limited in number a single channel of communication is sufficient. But as the number of aircraft increases, traffic cannot be handled adequately by a single channel. To meet this situation it is possible to establish a second channel of communication provided that a different wave-length is used, with receiving and transmitting stations located some distance apart. This arrangement has now become necessary in India.

### LOW POWER

The first channel of communication must remain a medium-wave on 900 metres. The second channel will utilise a short-wave length, enabling communication to be established with low power over comparatively great distances. The intention is to provide short-wave apparatus at principal centres, so as to handle as much as possible of the communication between more distant ground stations, leaving the medium-wave for communication with aircraft and neighbouring ground stations.

Medium-wave transmitting stations are in operation at 13 of the chief aerodromes on the Indian trans-continental route. Further installations will take the form of short-wave apparatus at Karachi, Delhi, Calcutta, and Rangoon. There will also be an increase of staff to permit a continuous day-and-night watch being maintained at all stations from Karachi to Calcutta—this being the section now being prepared for regular night-flying.

## STARTING A CYCLING HOLIDAY BY AIR

A passenger who flew in an air-liner of Imperial Airways to Switzerland the other day was struck by the facilities the air now offers to hikers or cyclists who are setting off on tours of the Continent. "In the same air-liner with me," he writes, "were a couple of young men. They were two quite ordinary holiday-makers, equipped in a workmanlike fashion for a touring trip abroad. But what interested me most was the fact that, as soon as we landed in Switzerland, these young men went to the luggage compartment at the rear of the air-liner, extracted a couple of bicycles which they had stored there, and rode off along the road stretching away from the aerodrome. 'What an admirable way,' I thought, 'of starting one's holiday awheel. A few hours to some suitable starting-point on the Continent, without any of the time-wasting or fatigue of surface travel, and then you just jump on your cycles and are off along some road lying right to hand.'"

Inter-Governmental Committee will be reached by unanimous vote.

## KING EDWARD WATERFALL

British Guiana  
Discoveries

### GOLDEN FROGS THAT LIVE IN CACTUS

A magnificent newly discovered water-fall in British Guiana has been named after King Edward VIII. It is one of 43 found within two hours during an aeroplane survey made in the neighbourhood of the Kaletur Falls on the Potaro River by a scientific expedition organised by the New York Zoological Society.

The expedition was led by Miss Gloria Hollister, a young Associate and Fellow in the society's Department of Tropical Research. She was accompanied by a woman sculptor, Miss Ruth Walker Brooks, a photographer and a doctor.

The party spent three weeks in the jungles around the Kaletur Falls and near the Berbice River, close to the Dutch border. To reach the falls the party travelled 100 miles by motor-car through virgin timber, navigated the river in 30ft boats, and made a final climb of 1,200ft on foot.

### 43 FALLS FOUND

Of the 43 waterfalls discovered only two were named. Miss Hollister declares that the whole district requires renaming.

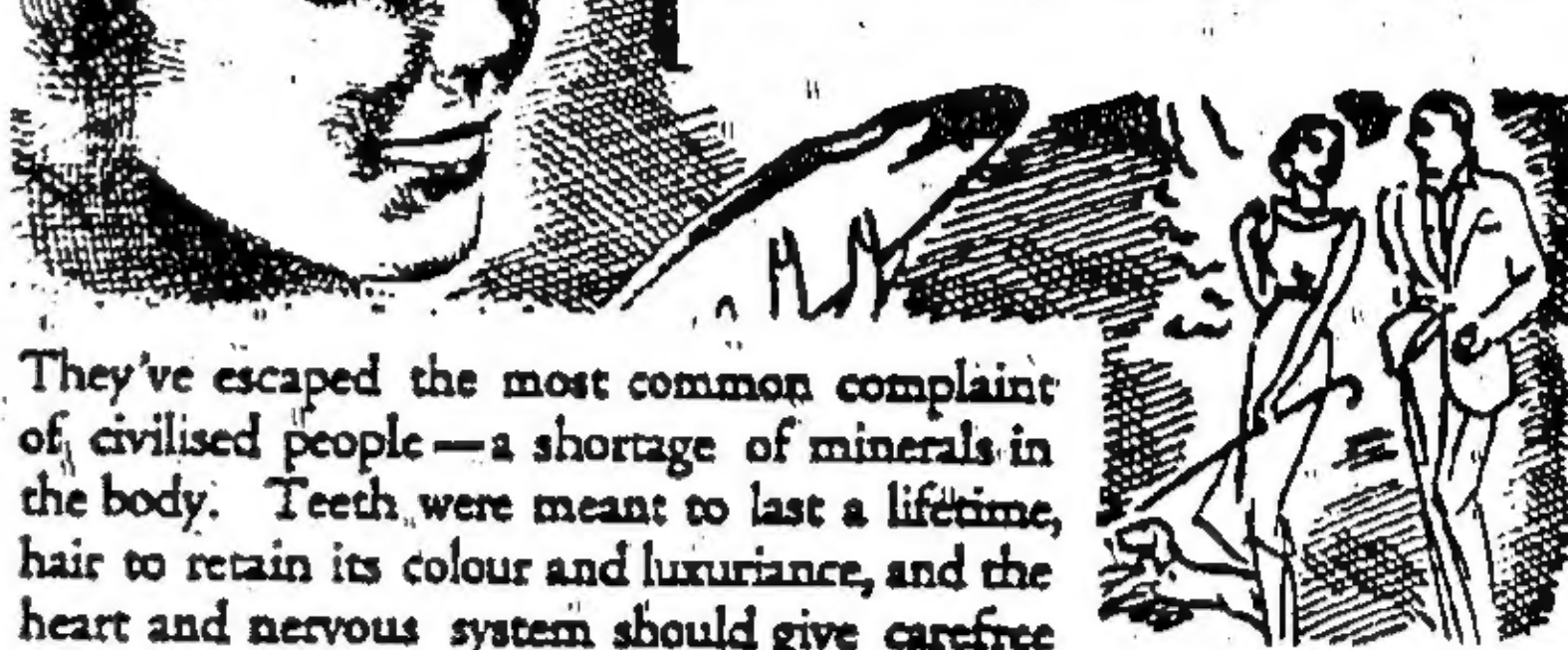
Among the interesting fauna studied were half-inch golden frogs, living in the hearts of cactus leaves, and the hoatzin, a rare South American bird. Motion pictures were taken of the hoatzin, and twelve specimens were captured and presented to the museum at Georgetown, the capital of British Guiana. More than 100 other species of fowl were studied and photographed, over a mile of film being used.

The living creatures brought back for the New York Zoological Society included:

- Thirty birds, including a rain-bow tanager of six colours.
- A large collection of frogs.
- A tiger kitten.
- An agouti.

## CONGRATULATIONS to every man and woman

whose teeth are still perfect  
whose hair is still healthy  
whose nerves are still steady  
whose vitality is still buoyant



They've escaped the most common complaint of civilised people—a shortage of minerals in the body. Teeth were meant to last a lifetime, hair to retain its colour and luxuriance, and the heart and nervous system should give carefree service for 'three-score years and ten'.

But teeth, hair, nerves and muscles depend for well-being on the millions of cells of which the body is made up. These cells must have plenty of minerals to keep them strong; any shortage weakens them and you soon feel the effect in every organ of your body. Kalzana supplies the body with all the minerals it requires, in an easily absorbed form. Therefore, the effects of Kalzana are quickly felt in increased vitality, better appetite, soothed nerves. Soon the whole system is toned up. The teeth regain strength and hardness and decay is arrested. Radiant health returns—to stay. Start taking Kalzana without delay—give it to your children too.

"I am never without Kalzana, not taking them always, but at any time of extra strain, and when there are infections about. I find my resistance to disease and my general health marvellous."

Miss A. M. — Wolverhampton.

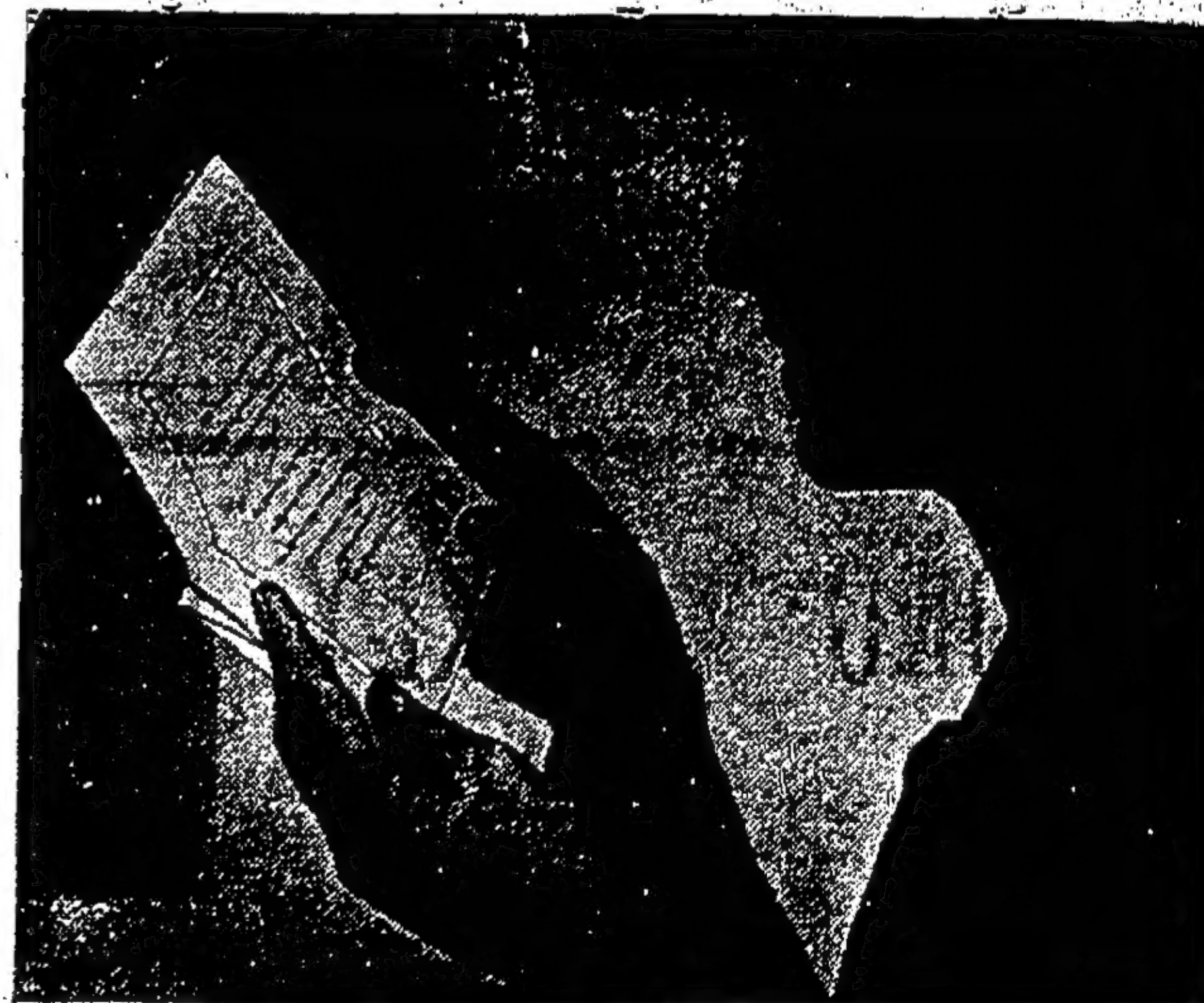
## Kalzana

THE MINERAL FOOD FOR BETTER HEALTH.

Obtainable from all Chemists

"Kalzana" hitherto only sold in Tablet form is now available at all Chemists and Stores in Powder form also. For those who find difficulty in taking the Tablets, Kalzana Powder is ideally suitable.

A black spider monkey, and a small weasel-like animal called a hacks. Miss Brooks modelled the heads of Indians met with on their four-medical technique.



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of the

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All descriptions of Illustrated Catalogues, Circulars, Visiting and Invitation Cards with latest Royal Script Type.

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All executed on the premises at the shortest notice.

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Lodgers and Account books, A speciality, and at prices which compare favourably with any printing establishment in the Far East.

Estimates furnished.



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A Selection of the best varieties of **RELIABLE and TESTED FLOWER and VEGETABLE SEEDS** from Messrs. Sutton & Sons, Reading, Messrs. Toogood and Sons Ltd., Southampton Messrs. Arthur Yates & Co., Ltd., Sydney Messrs. W. Atlee Burpee Co., Philadelphia

The opportunity of serving you will be a pleasure and your continuance will have our best attention.

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Established 1896.

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Ask for a demonstration

**A. TACK & CO.**  
29, Des Vaux Road, Central.

## POSITION VACANT.

**APPLICATIONS** are invited from young Chinese Engineer Officers having Chinese Engineering Certificates of Competency as Engineers for appointment to the Marine Department of the Chinese Customs Service. Candidates will be required to pass a strict medical examination, must be of good physique and character, and must be between 22 and 30 years of age. A competitive examination will be held to test the abilities of promising candidates before a final selection is made. The men selected will be required to serve satisfactorily for a probationary period of six months (on salary) before being placed on the permanent staff of the Department. Applications in the candidates' own handwriting, together with copies of certificates and testimonials or references, should be forwarded to the Coast Inspector, Customs House, Shanghai, on or before the 12th October, 1936. [4847]

## PUBLIC AUCTION.

THE Undersigned have received instructions

To Sell By

**PUBLIC AUCTION**

**THURSDAY, SEPT. 3, 1936**

COMMENCING AT 10.30 A.M.

At GODOWN No. 8, THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD., KOWLOON.

(For Account of the Concerned)

- 1. Cases Mirrors
- 6 " Toys
- 11 " Rubber Goods
- 49 " Buttons
- 5 " Soap Cases
- 2 " Celluloid Goods
- 5 " Money Purses
- 2 " Electrical Goods
- 19 " Playing Cards
- 4 " Toilet Cream
- 6 " Rubber Balls
- 2 " Empty Tins
- 8 " Rubber Balloons
- 13 " Celluloid Combs
- 2 " Pencils
- 1 " Merchandise

A Quantity of Playing Cards, White Snow Cream, Child's Hats, Baby's Hats, Rubber Balloons, Metal Whistles, Hair Slides, Crayon, Pencils, Panama Hats and Hats, etc.

All More or Less Damaged

TERMS:—As Customary.

**LAMBERT BROS.**  
AUCTIONEERS.

## TO-DAY'S RADIO PROGRAMMES

Broadcast by Z.B.W. On 355 Metres.

12.30-2.15 p.m.—European recorded Programme.  
12.30 p.m.—Orchestral Music.  
1 p.m.—Local: Time Signal and Weather Report.  
1.03 p.m.—Variety Items.  
1.30 p.m.—Reuter Press, Rugby Press, Local: Weather forecast, time and announcements.  
1.40 p.m.—Band Selections.  
2 p.m.—Vocal Gems.  
2.15 p.m.—Close Down.  
4-7 p.m.—Chinese Programme.  
7-11 p.m.—European Programme.  
7 p.m.—

Anton and the Paramount Theatre Orchestra with Grace Fields (Comedienne).

- 1. Orchestra—Follow the Fleet—Selection.
- 2. Song—Mary Rose, ("This Week of Grace").
- 3. Orchestra—Ray Noble Medley.
- 4. Song—Melody at Dawn ("This Week of Grace").

7.30 p.m.—Closing Local Stock Quotations.  
7.20 p.m.—

A Welsh Programme  
Song—All through the Night (Old Welsh Air)—Lella Megane (Contralto).  
Song—Old Welsh Song—Evan Williams (Tenor).  
Orchestra—The Lock—Selection (Middleton)—The London Palladium Orchestra.  
Song—The Village Spring (arr. Roberts)—Lella Megane (Contralto).  
7.40 p.m.—

From the Studio.  
A Jazz Recital by Fred Carpio (Banjo) and Art Carmelo (Violin).  
8 p.m.—Local: Time Signal, Weather Report and announcements.  
8.03 p.m.—

A Variety Concert.  
Song—Where the Arches used to be—Flanagan and Allen.  
Accordeon Solo—Stars over Devon—George Scott Wood.  
Song—The Lady from Mayfair—Michael Carr.  
8.15 p.m.—

From the Studio.  
Interpretations at the Piano by Helen O'Brien.

Programme.  
1. Contrasts.  
2. Rose of Tralee.  
3. Some day you'll remember.  
4. You are my lucky star.  
I've got a feelin' you're foolin'!

8.30 p.m.—  
A Variety Concert (contd).  
Vocal—Little Picanniny Mine—Les Allen and his Canadian Bachelors.  
Humorous—With her head tucked underneath her arm—Stanley Holloway.  
Guitar Solo—Mood Ruby—Len Filla.  
Song—I'm a fool for loving you—Dinah Miller.  
Vocal—Moonlight on the Prairie—The Hill Billies.  
Accordeon Solo—Lulu's Back in Town—George Scott Wood.  
Humorous—Another Bedtime Story—Cindrella—Wish Wynne.  
9 p.m.—News and announcements from London.  
9.20 p.m.—

From the Studio.  
A Piano Recital by Nura Kanis.

Programme.  
1. Sevillanas—Albeniz.  
2. Arabesque No. 2—Debussy.  
3. Cordoba—Albeniz.  
9.35 p.m.—A Relay of the 1st. Battalion Royal Ulster Rifles, from the Officers' Mess, Murray Barracks. (by kind permission of Lieut. Col. R. M. Rodwell and Officers).  
10 p.m.—

A Relay from London  
Big Ben: Talk: "World Affairs" by H. V. Hodson.  
10.18 p.m.—

Dance Music.  
11 p.m.—Close Down.

## BERLIN PROGRAMME

1.05 p.m.—Call DJA, DJB (German, English).  
German Folk Song.  
1.10 p.m.—Concert of Light Music.  
2 p.m.—News in German.  
2.15 p.m.—Concert of Light Music (continued).  
2.55 p.m.—Greetings to our listeners in New Zealand.  
3 p.m.—News and Economic Review in English.  
3.15 p.m.—To-day in Germany. Sound Pictures.  
3.30 p.m.—Flute Concert in Sanssouci.  
Relayed from Potsdam in Memory of Frederick the Great.  
4.45 p.m.—Hitler Youth Programme: The Month of August in Retrospect.

## THE ROSE CURE

"Grow Roses And Forget Your Troubles"

## A HAPPY AMPUTATION

"That's about all, I think," remarked the Army surgeon as we shook hands one fine April morning in 1920 when taking my discharge from hospital as "No longer fit for service." As an afterthought he added: "Oh, there's just one other thing. Go and grow roses and forget all your troubles." I knew nothing about roses. To have attempted recognition of the Cabbage Rose that charmed the eyes of Macedonian Midas or one of Lord Penzance's hybrid briars would have confounded me on the spot. Furthermore, I failed utterly to see how a man with only one leg was to develop into a rose specialist. Nevertheless I resolved to make an earnest attempt to carry out the surgeon's suggestion.

I was town bred and my garden was restricted. The first move in this new hobby was an obvious one to the country. For six months the household had "Back to the Land" dined into them. After interviewing numerous agents, owners, and sundry other persons of ill-defined standing I secured a nice little place at the rear of the Malverns, an ideal soil for roses. Five acres of meadow stretched away at the rear of the premises. How to begin was the problem. Former thoughts of about 500 roses were swamped by the immensity of the area. The rector saved the situation—a countryman born, bred, and educated. It was all so simple the way he handled the business. So much for the orchard, the kitchen garden, the lawns. "That leaves you with just over two acres for roses. He sent along the balliff from Home Farm, who arranged to plough up the meadow.

**ESPECIAL CARE**  
To others I left the orchard, the kitchen garden, and everything else save the roses; those were mine own especial care. Two thousand arrived at the little station four miles away and were brought down on a farm wagon. They were the talk of the place for months, and truth compels the admission that I was regarded as being not quite balanced in mind. The purchase of a dozen bushes could be understood—50 or even 100 with an effort—but four-figure quantities passed all bounds of decency. We planted them, or rather four men did, while I, textbook in hand, limped about enjoying myself, confident in the belief that I was supervising.

The first summer we had little to show—an odd flower here and there, but that was all. The following autumn we planted another 500, and the year after that a further 1,000. The only speculation now in the village was as to how long it would be before my departure to a mental home.

In the fourth year opinions began to waver; the roses were blooming splendidly. Great floral falls cascaded from pergola and arch; hedges of roses were fast knitting into permanency; all around for yards hovered the delicate fragrance of roses like a benediction of Rosa herself. Capitulation came when a deputation of my former strongest critics waited upon me with an invitation to join the village horticultural society. I did, and straightway purchased another seven acres, which had become a necessity if the immense collection of old-fashioned roses was to be given ample space and allowance made for extension in the future. Still the planting went on, and by now we were budding standards of our own preference. Next came election to the committee. Then the rose garden was opened to the villagers one day in the height of the season—it was a fine year for my roses—and behold, they were overcome by wonder.

**STATE OF IGNORANCE**  
From that sorry state of ignorance in 1920 progress has been made to a point where abstruse matters of rose history are discussed with ease and pleasure; a splendid and ever-increasing collection grows away happily in an ideal situation; additions come from numerous correspondents all over Europe, the United States, Canada, and Australia, as well as a fine wild rose garden of species—world-wide in their original habitation. Such a collection and the other interests—greenhouse, orchard, herbaceous borders—permit of no time for idleness or brooding introspection. True, a leg has been lost, but I have gained a plantation of roses and a peaceful serenity of mind. Almost I am persuaded the exchange is a fair one. A correspondent in the "Times."

## LAMBERTS AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions

To Sell By

**PUBLIC AUCTION**

**FRIDAY, SEPT. 4, 1936**

COMMENCING AT 2.30 P.M.

At THEIR SALES ROOM,

**DUDELL STREET**

**A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE**

Comprising—

Teak Dining Room and Drawing Room Furniture, Bed Room and Office Furniture, Black Wood Ware, Carpets, Rugs, Coir Mats, Electric Fans & Lamps, Brass & E. P. Ware, Porcelain and Glass Ware, Cutlery, Clocks, Ornaments, Oil Paintings, Pictures, Mirrors, Enamelled Bath, Wash Basins, Gramophone and Records, Typewriters, Sewing Machines, Billiard Table, Electric Refrigerators, Ice Chests, Upright Pianos, Linen, etc., etc.

1. 410 Single Barreled Shot Gun (Gale & Son, Birmingham)  
1. 22 Repeating Rifle

ON VIEW FROM THURSDAY, THE 3RD SEPTEMBER, 1936.

TERMS:—CASH ON DELIVERY.

**LAMBERT BROS.**

AUCTIONEERS

**BY ORDER OF THE MORTGAGEES.**

**PARTICULARS AND CONDITIONS OF SALE**

of **THE VALUABLE LEASEHOLD PROPERTY**

Situate at

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No. 35, JORDON ROAD

Situate upon

**KOWLOON INLAND LOT No. 3152**

To be Sold by

**PUBLIC AUCTION**

on **THURSDAY,**

**THE 3RD DAY OF SEPTEMBER, 1936.**

At 3 O'CLOCK P.M.

At THEIR AUCTION ROOMS,

No. 4, DUDELL STREET,

VICTORIA, HONG KONG

by

**Messrs. LAMBERT BROTHERS,**

Auctioneers.

The Property consists of—

All that piece or parcel of ground situate at Kowloon, Hong Kong, and known and registered in the Land Office as the Kowloon Inland Lot No. 3152, together with the messuage, erections and buildings thereon erected and known as No. 35 Jordan Road. The property is held for the unexpired residue of the term of 75 years from the 21st day of July, 1919 with a right of renewal for further term of 75 years created by an Indenture of Crown Lease dated the 7th day of April, 1934, and made between His late Majesty King George V of the one part and Young Ming Chan of the other part.

Annual Crown rent \$26.00.  
Area 2,234 Square feet.

For further Particulars Apply to—

Messrs. JOHNSON, STOKES & MASTER, Mortgagees Solicitors, or to Messrs. LAMBERT BROTHERS, The Auctioneers, Hong Kong, 29th August, 1936.

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AND

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**QUEEN'S**  
AIR-CONDITIONED THEATRE

TO-DAY & TO-MORROW AT 2.30, 5.15, 7.20 & 9.30 P.M.

**\$1,000 REWARD**

**MAN HUNT**

In thrills and laughs... to living history's maddest...

The shooting's not the fun that nearly kills you with laughter!

A Warner Bros. Hit  
With **RICARDO CORTEZ**  
**MARGUERITE CHURCHILL**  
"CHIC" SALE • WM. GARGA

— THURSDAY —  
"RETURN OF SOPHIE LANG"  
A Paramount Picture

4 SHOWS DAILY 2.30-5.15 7.15-9.30

**ORIENTAL THEATRE**

2 DAYS ONLY TO-DAY • TO-MORROW

ANOTHER DOUBLE FEATURE SHOW!  
STOKES MASS PRODUCTION!

**FAMOUS DIONNE QUINPLETS**  
THE WORLD'S GREATEST BABIES

NOT FIVE BABIES ANY LONGER, BUT FIVE BIG GIRLS NOW IN THEIR SECOND YEAR!

At birth their combined weight was less than ten pounds, to-day their gross tonnage is about 175 pounds. They have an income of \$100,000 a year.

THEY ARE THE HIGHEST PAID MOVIE STARS TO-DAY!

Last year they received \$70,000 to appear in a movie, they were before the camera 38 minutes a day for six days, that's \$43.87 a minute for each baby, not bad for a bunch of kids!

ALSO SHOWING A DELIGHTFUL COMEDY MYSTERY PICTURE

**TWO IN THE DARK**  
WALTER ABEL  
MARGOT GRAHAME

MATINEES: 20c-30c • EVENINGS: 20c-30c-50c-70c

4 SHOWS DAILY 2.30-5.15 7.20-9.30

**MAJESTIC THEATRE**

MATINEES: 20c-30c • EVENINGS: 20c-30c-50c-70c

TO-DAY, ONE DAY ONLY!

THE FIRST OF THE SERIES OF "OLD FAVOURITES" TO BE SHOWN IN THIS THEATRE

Out-thrilling the wildest thrills!

**PRINCE OF KONG**

An RKO Radio Picture of course

Cooper's Screen Production

From an idea conceived by Edgar Wallace and written by Edgar Wallace and Merian C. Cooper, with PAT WEAVER, ROSE ARMSTRONG, BRUCE CABOT, David G. Selwick, executive producer

4 SHOWS DAILY 2.30-5.15 7.20-9.30

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TO-MORROW AND THURSDAY

A MYSTERY-THRILLER JAMMED WITH ACTION!

**"UNKNOWN WOMAN"**

with MABIAN MAROH, RICHARD OROMWELL

## TO-DAY AT THE CINEMA

**Hong Kong**

KING'S:—"The Lady Is Willing"

QUEEN'S:—"Man Hunt"

ORIENTAL:—"The Famous Dionne Quintuplets"

**Kowloon**

ALHAMBRA:—"O'Malley of the Mounted"

MAJESTIC:—"King Kong"

STAR:—"She Married Her Boss"

**Coming**

KING'S:—"Sins of Man"

QUEEN'S:—"Return of Sophie Lang"

ALHAMBRA:—"Special Investigator"

MAJESTIC:—"Unknown Woman"

STAR:—"Two Fisted"

"Splendour"

## "O'MALLEY OF THE MOUNTED"

A lovely miss in danger and outlaws who test the mettle of the Royal Mounted Police furnish peril and adventure aplenty for George O'Brien in "O'Malley of the Mounted," the action-crammed Fox drama now at the Alhambra Theatre.

Adapted from an original story by Two Gun Bill Hart, leading star of the silent screen, the new picture is a crackling drama of a "mountie" who rides and shoots with a bandit gang in order to trap them and bring them to justice.

In the title role, O'Brien finds more than he counted for when he falls in love with Irene Ware, whose brother is a member of the gang. With her aid, he manages to prepare a reception committee of "mounties" for the gang on their most daring raid. Justice triumphs in the smashing romantic climax, and O'Brien and Miss Ware find a clear road ahead for their romance.

David Howard directed this Sol Lesser production which features Vic Fotel and James Bush in the supporting cast.

## "MAN HUNT"

"Man Hunt" the Warner Bros. thriller opens to-day at the Queen's Theatre. The story concerns the pursuit of an escaped bank robber by Federal agents and the part taken in it by a small town reporter and his sweetheart, a school teacher; the big city newspapermen and a doddering, romancing ex-sheff.

There is a large and talented cast, which is headed by Ricardo Cortez who gives his usual finished and convincing performance as the escaped bandit, Marguerite Churchill, as the country school teacher and sweetheart of William Gargan, small town reporter and Charles (Chic) Sale ex-sheff who has told so many tales of his battles with the James and Dalton boys that he really believes them.

The glib school teacher intrigued by the suave, soft-spoken jail breaking bandit who completely fools her helps him to hide in an abandoned shack.

Her lover has a bad time convincing her of her error, but finally with the aid of the ex-sheff effects the capture of the robber and his accomplices.

## "TWO IN THE DARK"

Imagine a man gripped with the terrifying fear that he, unknown to himself, has committed a brutal murder, and, convinced in the belief turns detective to track himself down.

Upon this intriguing situation is based "Two In The Dark" showing at the Oriental Theatre to-day and to-morrow, RKO Radio's baffling mystery drama which reaches for new heights in blood-tling suspense, and pulsating romance.

Walter Abel, popular New York stage actor, plays the lead, and Margot Grahame, lovely English actress, plays the role of a down-and-out show girl who aids Abel in the search for some shred of proof that will exonerate him from his tragic plight.

## TWO BRIGHT BOYS WITH TWO GRAND PIANOS

### HONG KONG HOTEL ATTRACTION

BOB AND BERTY HELLMAN

With music in their souls and rhythm coursing through their bodies to the very fingers' tips, Bob and Bertie Hellman, hailing from the land of the Blue Danube, have been engaged by the management of the Hong Kong Hotel to fire the imagination and tickle the musical palates of those who ascend to the Roof Garden of this famous hotel for refreshment—physical, mental and, of course, moral!

They play on two grand pianos, do Bob and Bertie, and they will commence their season on October 3.

According to all accounts their programmes are calculated to make the afternoon's on the Roof Garden just sheer delights, and the evenings even more so. Special gala nights are being arranged, and Bob and Bertie have intimated that they are determined to play their dual way into the hearts of those discerning people who appreciate the bouquet of smart and subtle entertainment.

## STAR THEATRE

### General Amusements Take Over Lease

Mr. C. S. Rosset, manager of the General Amusements Co., the present operators of the Queen's and Alhambra Theatres, informs us that his company has taken over the lease and management of the popular Kowloon theatre, the Star, as from to-day.

The new management will continue the same policy of providing select programmes, and it is reported that comprehensive plans have been submitted to the authorities for the complete re-modelling of the premises, both exterior and interior.

The interior will be re-decorated and special attention paid to the acoustical treatment. These alterations will shortly take place and there will be no interfering with the performances.

## "THE LADY IS WILLING"

Leslie Howard is cast as a suave, engaging and fascinating rogue with a flair for fun and a weakness for women in the Columbia picture, "The Lady Is Willing," showing at the King's Theatre to-day.

But his weakness for women is more than equally combatted by the lady's weakness for him. Howard, as Albert Latour, kidnaps the lovely Binnie Barnes, who plays Helene Dupont, wife of a wealthy financier, and holds her for ransom. But things don't turn out that way!

His charms win her so completely that she wants him to hold her captive forever—while he ransoms the lady for himself with his own kisses!

Sir Cedric Harwicke is cast as Dupont. Sir Nigel Playfair, Nigel Bruce and W. Graham Brown, make up a comedy trio.

## SCHMELING-LOUIS FIGHT FILM

Paramount Films announce the Schmeling-Louis fight film will be shown simultaneously in the Queen's and Alhambra Theatres on September 2. The running time of the film is 31 minutes and covers the entire 12 rounds and also the sensational fourth round in slow motion.

## "THE PRINCESS COMES ACROSS"

Two murders in mid-Atlantic and the high-powered sleuthing of detectives are merely minor incidents in the plot of "The Princess Comes Across" at the Queen's Theatre.

For the picture is essentially a romantic comedy, bringing together Fred MacMurray and Carole Lombard for the first time since their smashing success in "Hands Across the Table." In a story perfectly fitted to their type of romance, the pair clinch their position as to-day's "Number One Screen Sweethearts."

All action of the story takes place on a transatlantic super-liner en route from Le Havre to New York. An unusually fine supporting cast, led by Allison Skipworth as a

## STRATOSPHERE

### Expeditions And Explorations

The first ascent into the stratosphere was made by Dr. Piccard, five years ago. But some of the properties of this strange region had been known for several years before. It was at the end of the last century that Tesselere de Bort discovered, by using small sounding-balloons carrying self-registering apparatus, that a region of constant temperature began at a height some seven miles above the surface of the earth. The existence of this region came as a very great surprise, for it had always been assumed that increasing height was accompanied by decreasing temperature, and all practical expeditions supported this assumption. All balloonists and mountaineers could confirm it. But science has become shy of extrapolation. Modern discoveries have destroyed the belief that scientific advance consists merely in carrying our measurements to another place of decimals. Both atoms and stars have revealed the unprecedented, and it is no surprise to find that even our atmosphere holds surprises for us.

### TERRIFIC GALES

This layer of air, the stratosphere, surrounds the whole earth to a depth of several miles. Its temperature is not perfectly uniform, but it varies within surprisingly narrow limits about a mean of -55 degrees Centigrade. Yet, in spite of its rarity, and the uniformity of its temperature, there is evidence that it is the seat of truly terrific gales. From observations on the vapourised tails of meteors traversing that region it is calculated currents of air, travelling at two hundred miles an hour, exist. Expeditions into the stratosphere have shown, as we should expect, that it is traversed by cosmic rays of very much greater intensity than anything that reaches our atmosphere. It is cold, its rarity, its gales, and probably its cosmic rays, make it, of course, a region altogether unfitted for human beings. Nevertheless, human beings have entered it, made observations of it, and descended safely to earth.

### FOR WHAT PURPOSE?

The account of these expeditions is one of the most fascinating sections of Mr. Gerald Heard's book, "Exploring the stratosphere." On his first ascent Dr. Piccard reached a height of nine and three-quarter miles, and on his next attempt, a year later, he ascended to ten and a half miles. We know now that Dr. Piccard was amazingly fortunate on these attempts. Subsequent explorers have not been so lucky. Both the Russians and the Americans have experienced disaster, and it is less than a year ago that the French attempt to reach the stratosphere by aeroplane utterly failed. Nevertheless, successful ascents have been made in Russia and in the United States, and observers have reached a height of over fourteen miles. As Mr. Heard says, such attempts will doubtless continue. For what purpose? Doubtless the sheer love of adventure will play a great, even if an unacknowledged part. Also, observations on the cosmic rays will doubtless be of great scientific interest. But the most generally comprehensible reason, as Mr. Heard points out, is that such expeditions will enable us to forecast the weather with much greater accuracy than is possible at present. And such knowledge will enable us to save hundreds of millions of pounds.

wise-cracking, former trouper "lady-in-waiting" for Princess Olga, and William Frawley manager for MacMurray's band, backs up the stars. Included are Douglas Dumbrille, Porter Hall, George Barler and others.

**KING'S**  
AIR-CONDITIONED THEATRE

SHOWING TO-DAY AT 2.30, 5.10, 7.15 & 9.30 P.M.

**"THE LADY IS WILLING"**

SHN WAS MAD ABOUT HER LOVER—HE WAS MAD ABOUT HER—BUT HER HUSBAND WAS THE MADDEST ONE OF ALL

with **Leslie Howard**

Directed by GILBERT MILLER

Script by Guy Baring

NEXT CHANGE **JEAN HERSHOLT** in **"SINS OF MAN"**

20th CENTURY FOX

**ALHAMBRA**

SHOWING TO-DAY

A minute-a-thrill picture with **George O'Brien**

**GEORGE O'BRIEN**  
in "Two Gun" Bill Hart's thriller  
**O'MALLEY OF THE MOUNTED**

IRENE WARE  
STANLEY FIELDS  
Directed by David Howard

NEXT CHANGE **RICHARD DIX** in **"SPECIAL INVESTIGATOR"**  
an R-K-O Radio Picture

## DIARY OF LOCAL EVENTS

TUESDAY, SEPTEMBER 1

Anniversaries and Holidays.—St. Giles.

**Cinemas.**

King's:—"The Lady Is Willing"

Queen's:—"Man Hunt"

Oriental:—"Two In The Dark"

World:—"Chinese Picture"

Alhambra:—"O'Malley of the Mounted"

Majestic:—"King Kong"

Star:—"She Married Her Boss"

Miscellaneous.—Dionne Quintuplets' School New Term starts at 8.30 a.m.; Rotary Tiffin, Hongkong Hotel; Rehearsals.—Hongkong Singers, "King Olaf" (Elgar) Union Church, Kennedy Road, 5.30 p.m.; Social.—Cheero Club Whist Drive, 9.00 p.m.; Buffet Supper on roof, and Dancing, in West Lounge, Y.M.C.A., 8.30 p.m.

**Sports**

Swimming.—Mixed Bathing in the Y.M.C.A. Swimming Bath, from 7.30 to 8.30 p.m.

Moon.—Full Moon, 8.37 p.m. VII Moon, 18th Day.

Sunrise.—6.00 a.m. Sunset.—6.40 p.m. Tides.—High at 8.33 and 21.55; Low at 2.11 and 15.27.

WEDNESDAY, SEPTEMBER 2

Anniversaries and Holidays.—St. Stephen, King of Hungary.

Auctions.—Crown Land, at District Office, North, Taipei, 11.30 a.m.

**Cinemas.**

King's:—"The Lady Is Willing"

Queen's:—"Man Hunt"

Oriental:—"Two In The Dark"

World:—"Chinese Picture"

Alhambra:—"O'Malley of the Mounted"

Majestic:—"Unknown Woman"

Star:—"Two Fisted"

Dances.—Cheero Club Dance, 8 p.m.; Meetings.—L.C.A., at "Wesley," 15 p.m.; Claims against the Estate of James Harrop due.

Social.—Whist Drive at Sailors' Home and Seamen's Institute, 9 p.m.

**Sports**

Racing.—Entries close for Macao Race Meeting, 4 p.m.

**STAR**

TO-DAY ONLY BY SPECIAL REQUEST!

GRAND IN HER GREATEST!

**CLAUDETTE COLBERT**  
SHE MARRIED HER BOSS

TO-MORROW  
"TWO FISTED"  
with LEE TRACY  
ROSCOE KARNS

Moon.—VII Moon, 17th Day.

Sunrise.—6.00 a.m. Sunset.—6.40 p.m. Tides.—High at 9.24 and 22.65; Low at 3.09 and 16.02.

THURSDAY, SEPTEMBER 2

**Cinemas.**

King's:—"The Lady Is Willing"

Queen's:—"Return of Sophie Lang"

Oriental:—"Barbary Coast"

World:—"Chinese Picture"

Alhambra:—"O'Malley of the Mounted"

Majestic:—"Unknown Woman"

Star:—"Two Fisted"

**Sports**

Tennis.—C.C. Division, Kowloon Indian T.C. Club de Recreation.

Moon.—VII Moon, 18th Day.

Sunrise.—6.00 a.m. Sunset.—6.41 p.m. Tides.—High at 7.40 and 21.09; Low at 1.20 and 14.55.







# HIMALAYAN INTERLUDE

## FROM GILGIT TO DELHI

### AEROPLANE ADVENTURE

APART FROM THE UBIQUITOUS ROYAL AIR FORCE, THE NORTH WEST FRONTIER DISTRICTS OF INDIA HAVE HITHERTO REMAINED A CLOSED BOOK TO AVIATION IN INDIA. WRITES CAPTAIN G. R. JACKSON IN SHELL AVIATION NEWS. IT WAS WITH CONSIDERABLE PLEASURE THEREFORE THAT THE WRITER, AS A PILOT IN INDIAN NATIONAL AIRWAYS, RECEIVED ORDERS TO FLY THE AVRO X VT-ACT TO GILGIT FOR THE PURPOSE OF BRINGING SIR ERIC TEICHMANN DOWN TO DELHI.

Sir Eric, as most people know, is a leading authority on China and had made the long overland journey from Peking via Urumchi and Kashgar to Gilgit by lorry and caravan, only to find that the passes leading from Gilgit to Kashmir were practically impassable owing to deep snow. A further three or four weeks' journey being undesirable, the Government decided to arrange for the concluding stage of the journey to be completed by air.

Rawalpindi was chosen as the jumping-off place for the trip, since it was the nearest source of supply of aviation fuel, and we accordingly flew up to Rawalpindi aerodrome on the January 13. The all-up weight of the aircraft was an important consideration, as Gilgit is well over 5,000 feet above sea level, and it was therefore necessary to exercise the greatest care in arranging the load to be carried. It was, however, possible to include a consignment of fruit trees, which, it is hoped, will eventually provide the good people of Gilgit with a pleasant variation in their diet.

Weather reports received on the morning of the January 14 through the good offices of the R.A.F. and the Political Agent, Gilgit, were not very encouraging, but there seemed a chance of getting through the worst of the weather before crossing the really high ground, and I decided to make an attempt. Taking off at 10.00 hours, a few minutes were spent in circling the aerodrome to gain height before making for the hills near Murree, which rise up to 6,000 feet or so. The climbing performance of the Avro is extraordinary and Murree was passed at over 9,000 feet, although only a comparatively few miles from Rawalpindi.

On crossing the first ridge, the weather ahead was found to be far from good, although the higher peaks of over 15,000 feet seemed to be sunlit. Unfortunately, as we progressed, the clouds thickened until visibility became poor and very cold rain was encountered. A rough check on temperature was devised by the somewhat low expedient of spitting on the windscreen, and when freezing point was reached at about 12,000 feet, I decided that there was grave danger of ice formation on the wings, as the rain continued. Within the next few minutes, ice began to form on the landing light brackets and a thin streak appeared along the leading edge of the main planes. Since it was impossible to climb quickly to a greater height, and equally out of the question to come lower because of the hills, it unfortunately became necessary to return to Rawalpindi.

Our disappointment at the failure was diminished by the almost overwhelming hospitality of the Royal Air Force—always excellent hosts, as any of their visitors will testify.

The following morning broke clear and cloudless, and the weather reports were uniformly good. As before a start was made at about 10.00 hours, and again the Avro X put up an excellent exhibition of climbing. The first really high ridge was encountered at about 100 miles from the start. It is about 16,000 feet and runs eastwards from the Indus Valley from which it rises practically sheer. The Indus itself is a remarkable colour, being, in common with most snow-fed rivers, of an attractive aquamarine



shade. A reasonable operating height seemed to be about 14,000 feet, and having reached this level, we proceeded to follow the Indus valley. It is, of course, possible to cut off many corners, but the great height of the surrounding hills makes it necessary to keep fairly close to the valley. The scenery, after passing this point, becomes simply indescribable. The hills and ridges up to about 13,000 or 14,000 feet are largely covered with some kind of fir or pine, and everything over 10,000 feet was deep in snow.

One was chiefly impressed by the almost savagely abrupt precipices and ridges, and the extreme contrast of the brilliant sunlit snow fields and the dim blue-shadowed valleys below. No doubt a few more millions of years of frost and rain will tone down the roughness of these hills to a softer outline, but at the moment their ruggedness is almost terrifying, the sharp pinnacle of Dubul (20,000 feet) being a good example.

On rounding the corner where the Indus flows practically due East to West, Nanga Parbat itself came into full view. A large portion of this 27,000 feet giant seems to consist of nearly vertical ice-clad cliffs, and it is not surprising that it has remained as yet undisturbed. The cold now became intense, and one very much regretted the absence of a thermometer to take some temperature readings.

The Indus valley widens considerably from here to Chilas Fort, where there is an emergency landing ground, and there are many comfortably large gravel flats on which one might manage a forced landing in case of necessity. With Chilas Fort passed, it was possible to reduce height preparatory to landing at Gilgit, which is some 80 miles further up the valley, and I accordingly throttled back and put the nose down. Nearing Gilgit, signs of cultivation appear in the valley floor, and there are scattered groups of houses and groves of some kind of poplar tree.

Gilgit landing ground itself looks rather awkward at first sight, as it lies right at the foot of a 2,000 feet cliff, and on two sides is a ravine about 40 feet deep. On closer inspection, however, it is not so bad as it appears, and has quite clear approaches with a landing run of 600 yards. The surface is perfect. A point worth noting, incidentally, is that one's sense of proportion appears to be affected by flying amongst such terrific scenery; the writer found considerable difficulty in judging height and distance in the normal manner. The landing was successfully effected with a run of 240 yards, which reflects credit on the excellence of the aircraft and its brakes. Had one's faculties and hands not been frozen, it would probably have been possible to reduce this figure still further.

Picketing down presented some difficulty, as the ground is unsuitable for screw pickets, but the problem was eventually solved by the use of some small boulders wrapped in floor covering from the tents which had been pitched on the aerodrome.

The most dangerous part of the journey now commenced, in the shape of a four miles ride into the township on ponies. Not having made use of this form of trans-

port for at least 20 years, the writer very soon began to regret his somewhat hearty indulgence in the steepest previously referred to. However, after several trials a pony was found which was prepared to proceed with a certain amount of smoothness, and despite several differences of opinion as to the speed limit, Gilgit was eventually reached in safety. Having enjoyed a very pleasant night's hospitality with Major and Mrs. Kirkbride, whose kindness will always be remembered, we returned to the aerodrome and proceeded to start up our Lynx engines. Considering the cold, this was done very easily—the only diversion being provided by a couple of Sealyhams who did not like the banging of the cold engines, and fell on the ground engineer's legs with the utmost ferocity whilst he was cranking up; being safely ensconced in the cockpit I was able to appreciate the agility of both the engineer and the dogs; the remarks of the engineer are probably best left unrecorded. A favourable weather report having come through, we embarked our distinguished passenger, and took off. The take off run was just under 300 yards, with an all up weight of 9,355 lbs., which must be considered an excellent performance having regard to the altitude of the aerodrome.

The return trip was made at an average height of 15,500 feet, and as before, the weather was perfect. The flying time to Rawalpindi was 2 hours 15 minutes, as compared with 2 hours 35 minutes on the outward journey. The R.A.F. were kind enough to entertain us to lunch, and having refuelled we proceeded via Lahore to Delhi. The last 14 hours of the journey were completed in the dark, and New Delhi provided us with the usual magnificent display of lights. Incidentally, it is only from the air at night that one can appreciate the wonderful layout of the new part of the Imperial City. I know of no other large town which can compare with this as a spectacle, and a night flight from Safdarjung (New Delhi) aerodrome should be as much a part of the sightseer's itinerary as a visit to the Taj Mahal. One is apt to forget that the Electrical Age can also produce beauty.

We landed at Safdarjung aerodrome at 8 p.m. New Delhi time, and it seemed scarcely possible to believe that we had breakfasted in the morning within sight of Nanga Parbat and his lesser brethren of the Himalayas. Apart from the extreme hospitality and helpfulness shown by our various hosts on the trip, there are several points deserving of mention. First, the extraordinary fine performance of the aircraft and its engines which left literally nothing to be desired, and, secondly, the amazing saving of time effected by the use of air transport in this particular case. One is told that the normal journey at this time of year would probably occupy some three weeks in all. The actual flying time from Gilgit to Delhi was a matter of 6 hours 5 minutes.

Finally, one is left with a feeling of profound respect for mountaineers which, even when flying at the respectable height of 15,000 feet, can give the machine a clear 12,000 feet and a beating in point of altitude!

# QUEEN WILHELMINA'S BIRTHDAY

## Dutch Community En Fete

### WELL ATTENDED RECEPTION

Dutch vessels in port were beflagged and Dutch business houses flew their national flag alongside the Union Jack yesterday, in honour of the birthday of Queen Wilhelmina of the Netherlands. A reception was held in the morning in the Hong Kong Club, when a large and distinguished gathering met as guests to Mr. G. M. Bijvanck, the Acting Consul General of the Netherlands and Mrs. Bijvanck, to drink the health of the beloved Dutch monarch.

The Acting Consul General in his speech, stressed the cordial relationships that existed between Great Britain and the Netherlands, while H.E. Major General A. W. Bartholomew, General Officer Commanding, who represented H.E. Sir Andrew Caldecott, Governor of Hong Kong, in the latter's unavoidable absence, through indisposition, said "... our colonies are in the same tropics, we trade in the same products, our ships sail the same seas and our aeroplanes cleave the same air. In fact, we are good friends and good neighbours. ..."

Major General Bartholomew and Mrs. Bartholomew were accompanied by Lieut. P. J. Howorth, A.D.C.

Prominent Dutch personalities present included Mr. and Mrs. L. A. Gastmann, Netherlands Trade Commissioner for South China, and Mr. D. G. E. Middelburg, Vice-Consul of the Netherlands.

#### CONSUL'S SPEECH

Proposing the toast of H.M. King Edward Mr. Bijvanck said: "Your Excellency, Your Lady and Ladies and Gentlemen:—It is a great honour for my community and myself to welcome you all here on this National Day. In a world of economic depression, where the war-clouds are continually appearing on the horizon, it is especially gratifying to me and the Hollanders in Hong Kong to celebrate our Queen's birthday in place and in a condition of comparative prosperity, even if things are not what they were a few years ago."

"Great Britain and Holland have both Colonial Empires with overseas territories in two hemispheres, but there is more in common to both countries than that. Our forefathers belonged to the earliest colonisers of modern times and the advantages of world trade shipping became apparent to both our nations at the same time. We had so many similar interests that it is not astounding that those interests clashed occasionally. But those things belong to a dim and forgotten past."

#### FREE TRADE

"I may mention that it was also our countries which to the last adhered to and defended the principle of Free Trade until only recently the policy changed under extreme economic pressure. The Liberal tendencies were also extended to our territories and it is a distinctive trait that there was an equal opportunity offered to everyone; and it has been my experience that so far as it concerns my nationals in foreign countries the Netherlands communities in British territories generally belong to the more prosperous. We think this is due to the liberal-minded Government headed by a very sympathetic young ruler, your King, who is not only your King but also the most popular gentleman in the world."

Mr. Bijvanck then proposed the toast of H.M. King Edward VIII.

#### REPLY TO TOAST

Replying, Major General Bartholomew said:—"In the absence of H.E. the Governor, it is my great honour to reply to the very kind words of our host and to thank him most warmly for asking us here to-day to join in his countrymen's celebrations. This I am sure, we all do most heartily for it is really a feeling of kinship with which we think of our Dutch neighbours. In addition, there is always the knowledge of the very big debt which our nation owes to yours. It is safe to say that we owe the position which we hold in the world to-day largely to the spur of competition and honest rivalry which you have ever provided. Of course, we have had our quarrels in the past, especially in the matter of whips and brooms, but I believe that they only went to show the more strongly that our peoples are inter-dependent and that we cannot exist apart."

"We have learnt our lessons. Nowadays, we live side by side. Our colonies are in the same

#### AIR MAIL DELAY

Dorado Expected To Arrive To-morrow

The air mail from London will not arrive to-day the local office of Imperial Airways officially stated yesterday afternoon.

The R.M.A. Dorado did not leave Penang as usual yesterday as there was a delay in the main line connections from London, probably caused by the slight mishap to the air liner Horva which was carrying mails for Hong Kong.

The Dorado will probably arrive to-morrow afternoon or evening.

# DRESS ACCESSORIES ARE IMPORTANT!

NEW SHIPMENTS OF:—

FEATHERS & FLOWERS

FLORAL HEADBANDS FOR BRIDESMAIDS & EVENING WEAR

ORGANDIE, LACE AND GEORGETTE BLOUSES

HANDBAGS & GLOVES

SHEER SILK STOCKINGS WITH LACE TOES—ATTRACTIVE WITH SANDALS

THE NEWEST PERFUMES FROM PARIS—WORTH-LANVIN-PATOU

LANE, CRAWFORD, LTD.

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A healthy and polished home in every tin

"Mansion," the brilliant polish for Stained or Parquet Floors and Linoleum, is also a valuable cleaning agent. It quickly removes all dirt and its antiseptic properties destroy any harmful dust germs. Use "Mansion," the Antiseptic Polish that ensures a healthy and polished home.

FOR DARK WOODS USE DARK MANSION

OBTAINABLE FROM ALL LEADING STORES.

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Get your stomach right; don't waste time and money—get "Bisurated" Magnesia without delay. For over 20 years this remarkable stomach remedy has been bringing relief to thousands of sufferers. Even in chronic cases it works like a charm.

Prescribed by doctors for stomach sufferers

SEE THIS SIGN ON EVERY PACKET

Bisurated Magnesia

THE WORLD'S STOMACH REMEDY



## NEW ADVERTISEMENTS

VICTORIA  
RECREATION CLUB

The Annual Swimming Championships of the Colony will be held on Sept. 15th, 16th, 18th, and 19th, 1936. Entry Forms can be had on application. Entries close on Friday, Sept. 11th, at 6 p.m.

D. F. LOPES,  
Hon. Secretary,  
4646

NETHERLANDS  
INDIAN SANDALWOOD

GOVERNMENT SALE BY  
TENDER AT KOEPANG,  
TIMOR,  
NETHERLANDS EAST  
INDIES,  
on MONDAY,  
November 30th, 1936,  
at 10 a.m.

Of 700 (seven hundred) piculs of sandalwood in five lots of different qualities as per samples.

For particulars and opportunity to inspect samples please apply personally or by letter in duplicate to the Netherlands Consulate General, Hong Kong (Shell House, 6th Floor, Queen's Road, Central).

4645

HONGKONG & SHANGHAI  
BANKING CORPORATION

NOTICE IS HEREBY GIVEN that the Certificate No. 5/NS. 7710 dated Hongkong 17th June 1922 for four shares of this Bank numbered 4932/4935 registered in the name of Mr. Duncan Murdoch Cameron and Certificate No. 6/NS. 7711 dated Hongkong 17th June 1922 for four shares numbered 93283/93284 and 132370/132371 in the name of Miss Elizabeth Beatrice Cameron have been Lost or Stolen, and should these certificates not be produced to the Bank before 6th September 1936, new certificates for the shares will be issued, and the aforesaid Certificates Nos. 6/NS. 7710 and 5/NS. 7711 will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors,  
V. M. GRAYBURN,  
"Chief Manager,"  
4605

ST. STEPHEN'S COLLEGE,  
STANLEY.

School opens on Monday, September 7th. Examination for New Students at 9.30 a.m.

For Prospectus, for Boarders and Day-boys, apply Mr. Fung Man Sui or Mr. Chan Pak Luk, c/o Messrs. H. Wicking, Princes Building (Tel. 30241), or The Warden,

ST. STEPHEN'S COLLEGE  
STANLEY.

4610

AIRLINER LOCATED  
BY R.A.F.

London, Aug. 31. After a long and anxious search by aeroplanes, seaplanes and warships along the desolate Arabian coast of the Persian Gulf, the Imperial Airways Albatross, which was reported overdue at Bahrain on Saturday, was found early yesterday by the Royal Air Force. Her eight passengers and crew of four were all reported safe and unhurt. The liner was found 100 miles south of Bahrain.

Imperial Airways announced last night that their liner Albatross and a Royal Air Force aeroplane are proceeding to a point south of Doha where the Albatross came down. It is not yet known whether the Albatross is able to proceed.

British Wireless.

Editorial and Business Office:  
15-19, Queen's Road Central,  
Tel. 30251.  
Night Editor (Wanchai Office):  
Tel. 24511.  
London Office: 53, Fleet Street  
E.C. 4.

## The Daily Press.

HONG KONG, SEPTEMBER 1, 1936.

TREATY AND  
TROUBLE

The previous existence of an alliance between Britain and Japan is only one of the reasons why Britain has been selected in Tokyo as a potential friend. Japan's Imperialistic policy has narrowed the field of choice.

The mutual admiration which exists between Japan and Germany, based on a veneration of the State common to both countries, does not appear to have reached the stage of formal alliance. The United States are rather unjustly regarded in Japan as the potential rival in a struggle for naval supremacy in the Pacific. Russia is feared and hated, and the army which she maintains in Eastern Asia sets the pace for Japanese military expansion.

Japanese diplomacy apparently regards the commercial interests of Britain in China as the starting point for a bargain. Japan has proposed that Britain should recognise not only the independent existence of Manchukuo but the "special interests" of Japan in North China.

In return for this Japan would undertake, as so often before, to respect the territorial integrity of China and the principle of the Open Door for British interests. Trade differences would be settled by mutual concession, and Japan would observe the 1936 Naval Treaty, which she has not signed. The bargain will need a great deal of modification before it can be considered.

As it stands it shows once again the old Japanese disposition to regard China as little more than a chattel. A treaty entered into on these terms would mean that Britain had acquiesced in Japan's annexation of North China and in her thesis that she is the controlling force in the destinies of Eastern Asia.

Britain is not blind to the economic needs of Japan, but it can scarcely subscribe to the policy of deliberate annexation which has hitherto been the Japanese way of satisfying them.

ALFRED HOLLANDS  
PASSES

London, Aug. 31. The death has occurred, from meningitis, of Mr. Alfred Hollands, aged 34 years, Labour M.P. for the Clay Cross division of Derbyshire.

Mr. Hollands is the third member for the Clay Cross division to die in less than four years, the others being Mr. Charles Duncan and Mr. Arthur Henderson.

Reuter

WILMARTH ICKES  
KILLS HIMSELF

Chicago, Aug. 31. According to a police report, Mr. Wilmarth Ickes, foster-son of the United States Secretary of the Interior, shot and killed himself at his father's home in the suburb of Winnetka.

Reuter

## TYPHOON HAVOC

Tokyo, Aug. 31. An official report from Seoul states that 1,104 persons have been killed, 1,028 are injured and 428 missing in terrible damage done to property in Korea by typhoon.

Reuter

SEARCH FOR THE CHILD  
SUCCESSFULReincarnated  
Dalai LamaWHEREABOUTS  
STILL VAGUE

Well-informed travellers from Tibet report that the search for the child wherein the Dalai Lama is reincarnated was undoubtedly successful. The child's whereabouts is still a secret but it is vaguely described as in a two-storied house somewhere in Mongolia, Manchuria or South Tibet.

It is expected that an announcement will be made on the return of the Tashi Lama for which the British Political Officer now in Lhasa is understood to be working.

Reuter

## JOURNEY BEGUN

Nanking, Aug. 31. Chinese Press reports state that the Panchen Lama started his journey to Tibet on August 24. The vanguard of the escort has already arrived at Yushu on the Kokonor-Tibet border.

The Panchen Lama will await the newly-appointed special escort at Chaoshouyu before entering Tibet.

Reuter

NO COMMUNICATION  
WITH WUCHOW

Canton, Aug. 31. Owing to the invasion of South-West Kwangtung by Kwangsi troops, telegraphic communication with Wuchow and Yam Lin has ceased.

It is reported that telegrams can only be sent to Kungmoon and no further, and since telegraphic communications with Pakhol is still possible, this is evidence that the port has not fallen into the hands of the Kwangsi invaders.

Chinese Evening Post.

KWANGSI REBELS  
AIMS

Canton, Aug. 31. It is reported that the objective of the Kwangsi leaders, Generals Li Chung-jen, and Pa Chung-hsi is not Kwangtung, but the invasion of Hunan Province and the capture of Weihsiang, as they hope by this strategic move to prevent the union and co-operation of the Northern and Southern armies of the Central Government, and so strengthen their own military position.

Accordingly, the Kwangsi troops under Generals Wang Chan-pun and Ka Lin-fung together with some tens of thousands of local militia are concentrated in the Chuen Chow, Hing An, Kuen Yang and Wang Ho Sha districts of Northern Kwangsi in readiness to invade Hunan Province.

Chinese Evening Post.

CANTON OFFICIALS  
SWORN IN

Canton, Aug. 31. The provincial law officials of the Supreme Court of Kwangtung Province, viz., Dr. Chao Soule Bok, Shi Yin-ching, Tse Ying-pak and Wong Tin-yung, assumed the duties of their respective posts, and took the Oath of Office in the presence of Mr. Wang Mo-chung, Chairman of the Provincial Government last Saturday.

The ceremony took place in the hall of the Supreme Court, and impressive speeches were made by Messrs. Wang Mo-chung and Kooy Ching.

It will be remembered that Dr. Chao Soule Bok, a Columbia University man, was Chief Justice of the Supreme Court of Kwangtung in 1920.

Chinese Evening Post.

STEAMER TRAFFIC  
SUSPENDED

Canton, Aug. 31. Owing to the military movements and the danger of war, all steamers running between Canton and Ko Lu have suspended operations.

Most of the import and export firms in Ko Lu and the near-by districts have temporarily ceased importing and exporting of goods and local produce.

Chinese Evening Post.



THE TASHI LAMA

CHIANG STRIVES  
FOR PEACEKwangsi Invaders  
WarnedDR. WANG AS  
MEDIATOR?

Canton, Aug. 31. It is reported that Generalissimo Chiang Kai-shek is unceasing in his efforts to bring about a peaceful settlement of the present dangerous situation.

Last Sunday, Commander Chan Hing-wan of the Kwangtung Air Force received instructions to send six bombers to the Lim Kong district to make a demonstration as a warning to the Kwangsi invaders.

Dr. Wang Chung-hui has not left for Kwangsi yet, but it is believed that he is waiting for a favourable opportunity, following the retirement of the Kwangsi troops under General Yung Shin-woon.

The Central Government is still pursuing its fixed policy of a peaceful settlement, and the peace representatives of both sides are busy exchanging telegrams and travelling to and fro in hopes of preventing the outbreak of open hostilities.

Chinese Evening Post.

## CONCILIATION ATTEMPT

Canton, Aug. 31. On Sunday last at 4 p.m., Marshal Chiang Kai-shek convened a meeting of the leading generals in Kwangtung to consider measures for a peaceful settlement of the Kwangsi imbroglio.

This conference which was attended by Dr. Wang Chung-hui, Mr. Kooy Ching, and Generals Chang Fat-fei, Ho Chien, Hung Shi-kwee, Chen Shing, Yu Han-mow, Chu Pui-teh, Ching Chim and Wang Shao-hung did not conclude until 10 p.m.

It is reported that the matters considered at this conference were of paramount importance, and it is believed that this is the final attempt at conciliation.

Marshal Chiang Kai-shek decided that Dr. Wang Chung-hui, Mr. Kooy Ching and General Sung Yuan-liang should proceed to Kwangsi by air this morning with the final terms and conditions of settlement.

But, owing to weather conditions, the plane did not leave for Kwangsi until 1 p.m., and then only carrying Mr. Kooy Ching, and General Ching Chim and Chu Pui-teh, as Dr. Wang Chung-hui and General Sun Yuan-liang were unable to accompany them.

Chinese Evening Post.

NANKING NAVY  
BLOCKADE

Canton, Aug. 31. Having been instructed by General Chiang Kai-shek, Admiral Chan Kwei-liang has left with a fleet of gunboats to blockade all the ports of South-west Kwangtung, so as to prevent the enemy from making use of them.

The gunboat Shih Wo, which is at present under repairs at Whampoa Dock, has been ordered to leave for the South-west as soon as the necessary repairs have been completed.

Chinese Evening Post.

LOCAL DEFENCE  
REINFORCED

Canton, Aug. 31. It is reported that the 9th Division Army of the Central Government troops under the leadership of General Li Yin-nin has been despatched to South-west Kwangtung to reinforce the local defence.

Chinese Evening Post.

CITY STABBING  
AFFAIRIndian Chauffeur  
In HospitalATTACKED BY  
COMPATRIOT

Stated to have fallen out over a debt, two Indians engaged in a fight opposite the General Post Office during a busy hour of the day.

In the heat of the struggle one of them drew out a knife and inflicted a stab wound on the other. A sensation was caused by the uproar that ensued and traffic was momentarily brought to a standstill as pedestrians ignored traffic signals to watch the combatants.

Police whistles were sounded, which soon brought a member of the law. In the meantime, an ambulance was summoned which conveyed the man who was stabbed to the Government Civil Hospital.

Late enquiries from the Hospital disclosed that the man was suffering from a stab in the back, and his condition was stated to be not very serious.

The other combatant was taken to the Central Police Station and it is understood that the matter is in the hands of the detective staff at headquarters. It is probable that he will be brought before a magistrate to answer a charge.

Both men are stated to be drivers of private motor cars, and the quarrel is alleged to have arisen over money matters.

NAHLIN MEETS  
HEAVY SEASWelcome Party  
Disappointed

Athens, August 31. The yacht Nahlin with the accompanying destroyers Grafton and Glow Worm were lashed by heavy seas and forced to seek shelter in a bay on the south coast of Euboea during last night.

A motor boat carrying members of the local authorities endeavoured to reach the yacht to greet King Edward, but they were unable to do so owing to the continued storm.

This morning while the Nahlin was steaming out of the bay she struck a bridge which crosses the narrow strait. One motor boat aboard the yacht was smashed, but the damage to the yacht was negligible. The King was on the deck of the yacht when the accident occurred, but he was unharmed.

Reuter's Bulletin Service.

SUDETEN GERMAN  
PROBLEM

(Hong Kong Daily Press) Special

Prague, Aug. 31. Addressing a local meeting of the Sudeten German Party, in South Bohemia, the leader of the Sudeten German Party, Konrad Henlein protested emphatically against the violation by the Czech Government of the minority rights guaranteed by the Czechoslovakian constitution.

Henlein pointed out that for instance the local Sudeten German meeting at Karlsbad had been forbidden three times in succession by the Czech authorities.

Henlein added that the methods applied by the authorities were a mistake from the psychological point of view, since the suppression would cause the Sudeten Germans to declare more emphatically that they were able to safeguard the interests of their German homeland.

Henlein concluded his address by warning the Czech authorities that "the entire Sudeten German problem will be solved either with the Sudeten Germans or not at all."

Transocean News Service.

BRITISH CABINET  
TO MEET

London, August 31. Questions arising out of the international situation will be reviewed at a meeting of Ministers on Wednesday. It will probably not be a full meeting of the Cabinet as some Ministers who are still on holiday at considerable distances from London are not expected to attend. The meeting is regarded as a preliminary to resumption of regular sittings of the Cabinet.

Reuter.

## BANISHEE BUGBEAR

Touring At Government's  
Expense

## LACK OF RECORDS

Banishments from Hong Kong are frequent. Returning banished, though not frequent, are still of a number to cause comment.

Banishments average approximately 10 daily, while returning banished average 2 per day. It must not be thought that these returned banished return within the same year as they are banished; they sometimes return after a lapse of three or four years, but the average remains about the same.

Having expiated their crimes with a prison sentence, criminals are banished from the Colony to any place to which the criminal elects to go, that is to any place other than a British Colony.

These people are a recurring cost to the Government as can be realised when it is pointed out that the Government pays the passage money. For the good of the Colony, and the safety of our goods and chattels, one does not mind the initial expense which works out at less than a cent per head. What is not so pleasant is the thought that we are paying for their fares again once they have returned and are banished for a fresh period.

The "cat" was once used in efforts to keep the figures down, but to no avail. Recently banishment was the sentence of special

crimes, which, though it reduced the yearly total, merely put off the evil day, in that when the habitual criminal came out of gaol he started all over again, and after a short period of activity was once again the "guest" of the Government.

Men are banished, and women too, from Hong Kong to, let us suppose, Canton. It is not the concern of our Police to find out whether they have previously been banished from Canton or not. If the criminal thinks that he can evade the vigilance of the Cantonese Police he asks to be sent there. But what does Canton feel when they find that they have had a criminal returned to them? They must go to the expense of sending him away again.

Had we records here of these banishments from other ports and places, sent to us monthly, and if we reciprocated, the possibility of these men returning is greatly lessened in that the Police in other parts could see to it that they are not sent anywhere within the scope of the place from whence they had been banished.

A report sent with the banished to his port of destination would greatly assist the Police elsewhere in preventing him from having easy access to Hong Kong again.

## WHERE ANYTHING GOES!

It has recently been reported from Detroit that Duncan C. McCrea, special prosecutor into activities of the Black Legion, terrorist organization, announced the uncovering of a murder attributed to that organization.

Dayton Dean, admitted gunman in the Black Legion, confessed to a tale of shooting of a Negro for the gratification of the curiosity of a superior, according to Mr. McCrea.

The story is that the Negro, a World War veteran, was lured to a desolate spot and then shot down in cold blood. The men accused of participating in the murder have all been implicated in a previous murder charge growing out of activities of the Black Legion. One who was released after questioning on the other charge has been accused in this new development.

CHIAPPE WINS  
BY-ELECTIONNationalist Ranks  
Pleased

(Hong Kong Daily Press) Special

Paris, Aug. 31. The former Prefect of the Paris Police, Chiappe, whose mandate after the election in Corsica failed to be recognised in the Chamber owing to alleged irregularities in conducting the campaign, now entered Parliament by winning a by-election in the 18th Paris Arrondissement on Sunday. Chiappe polled 1,418 votes while the Socialists and Communists obtained only 732 and 755 votes respectively.

The majority, with which Chiappe won is slightly greater than that with which his predecessor, the late Nationalist Deputy de la Steyrie, won his mandate.

The Nationalists, who point out that the Communist candidate won about 500 votes less than the Communist Deputy who was a candidate in May, are extremely gratified by the by-election.

In a by-election held in Corsica, the Communist candidate was elected by a slight majority. In a third by-election in Riom, none of the candidates succeeded in gaining the majority, so that a second poll will take place next Sunday.

Transocean News Service.

INCOME TAX ON  
FOREIGNERS

Nanking, Aug. 31. The Foreign Office despatched identical notes to foreign Legations and Embassies in China requesting them to inform foreign nationals all over China to pay income tax on salaries, business profits dividends and interest payments from October 1 and other incomes from January 1 next year.

Diplomats and foreigners in China less than one year, as well as incomes from abroad will be exempted.

Reuter.

## LOCAL AND GENERAL

Three cases of enteric fever were notified to the local Health Authorities during the week-end.

A meeting of the Chinese Chamber of Commerce will be held on Wednesday, at 2.30 p.m.

A flannel dance will be held by the local section of the Health, Strength, Sports and Athletic Club at Hotel Cecil on the coming Saturday, September 5 from 8.45 p.m. to 12.45 a.m. Members and their friends are welcome at usual admission charges. By kind permission of Lieut.-Col. R. M. Rodwell and Officers the Dance Orchestra of the 1st Bn. Royal Ulster Rifles will be in attendance.

A farewell cocktail party was given at the Peak Hotel last night by the management to the guests and others invited. As already announced, the Peak Hotel is being closed, the guests leaving to-day after breakfast.

FRENCH PRIEST  
MURDERED

(Hong Kong Daily Press) Special

Paris, Aug. 31. A French priest was murdered by Spanish Anarchists on the Franco-Spanish frontier, according to reports here, when a bus was suddenly held up.

Transocean News Service.

## PRESS COMMENT

Paris, August 31. The assassination of the French priest in Andorra must be characterised as cold blooded murder, declares the paper "Le Jour," adding that the incident cannot be explained away as "regrettable" by the Spanish Reds, as the other cases in which French nationals have been involved.

The paper asks that a demand should be made on the Spanish Government to pay compensation and that it be warned that a recurrence of such incidents would result in serious consequences.

Transocean News Service.



## IRUN POPULATION IN FLIGHT

## Exodus Of Women And Children

## TOWN IN PANIC AT REBEL THREAT

## Bombardment Failing Surrender

Hendaye, August 31. Efforts are being made by interested parties at St. Jean de Luz to extend the scope of the conference to humanise the civil war and so arrange preliminaries for an armistice in Spain. It is felt that both the Spanish Government and the insurgents are disillusioned in regard to the possibility of an early victory. The Spanish Government, however, is emphatic that it will not negotiate with the insurgents. Meanwhile the civil population has commenced to evacuate Irun in accordance with the request made by the Mayor following the insurgent ultimatum that unless he surrenders on Monday, Irun will be bombarded from the land, sea and air. Six hundred women and children crossed to France in the early hours of Monday.

## BISHOP AS HOSTAGE

It is rumoured that the ultimatum from the insurgents that Irun will be razed to the ground at dawn looks like a bluff as barely a shot was fired since midnight. Nevertheless intense nervousness has been produced and terrified women and children have been scrambling across the frontier all night long. Men are forbidden to leave.

So far, over 2,000 refugees have been trapped on their way to France. Hundreds spent the night at Hendaye railway station or on the terraces of cafes in a state of stupefied foreboding, young mothers with babies sitting on pavements or steps in the early morning, older children standing near and crying in bewilderment at the gendarmes and journalists.

In order to reach the station they were forced to climb over the belongings of refugees, mostly hastily packed in blankets. Nearly all the refugees are entirely destitute, being fed by the French Popular Front.

The exodus of their wives and children introduced an element of demoralisation in the Government ranks at Irun which within a day or two may develop a spirit of murderous bitterness against the insurgents. It is stated that prominent hostages at Irun include the Bishop of Valladolid, who with others are placed under guard at the most exposed places in the town.

It is hinted in a newspaper that all refugees will be shot directly the bombardment opens.

## POLITICAL HOSTAGES

Hendaye, Aug. 31. Four thousand more women and children are expected to cross the frontier after nightfall, bringing the total refugees from Irun and Fontarabie to over 6,000.

The authorities are taking emergency measures to house and feed the fugitives.

Among the political prisoners distributed as hostages in the buildings at Irun are understood to be Maura, brother of the ex-Premier and Preter, President of the Royalist Traditionalist League. Insurgent bombers flew over Irun this morning and dropped bombs. Two women were reported killed near the town hall.

## RADIO REPORT

Cadiz, Aug. 31. An insurgent radio states that two Government columns from Santander were repulsed with heavy losses.

## MAJORCA STALEMATE

Palma, Aug. 31. There has been no fighting at Majorca in the past few days. The present situation is stalemate, neither the Government troops nor the insurgents advancing or withdrawing.

It is believed that reinforcements are assembling at Barcelona for further invasion of the Island.

## INSURGENT CLAIM

Paris, Aug. 31. The Spanish Nationalists under Colonel Vague have now reached the outskirts of Toledo, according to an announcement made by the broadcasting station at La Corona, which asserts that the insurgents are attacking Toledo and have captured 20 guns, 18 machine guns, 800 rifles and 400,000 rounds of ammunition during the last few days.

## CIVILIANS IN FLIGHT

## Irun-San Sebastian Precautions

## FEAR OF MAJOR BOMBARDMENT

(“Hong Kong Daily Press” Special)

Paris, Aug. 31. The battle at Irun and San Sebastian now seems to have reached a decisive stage, according to reports here from Hendaye, which state that a great number of fugitives from Spain are arriving there constantly. Within a single hour of Sunday about 800 women and children passed the frontier to France, and many more, up to 1,500, are expected on Monday.

The flight of the civilian population leads to the fear that a major bombardment of Irun by the Nationalists is now to be expected since General Mola has several times warned the Red Militia commander of Irun to evacuate the city of civilians. Whilst the Reds had constantly refused to comply with this request, they have now advised the civilian population to leave the town, since a bombardment is imminent.

The fighting on the two fronts on Sunday was restricted to a few shells fired by the cruiser Espana on the town of Fuertea.

Rumours persist that the negotiations between General Mola and the Basque natives for an armistice are taking place. The only reason why the Basques had joined the Government troops was because the Nationalists had refused to comply with their demand that an independent Basque State be founded in the Confederated Spanish Republic. But, since the Anarchists are virtually in power in Basque territory, it is doubtful whether negotiations will have any effect.

Transoceanic News Service.

## ASSAULT ON IRUN

Bilbao, Aug. 30. The fifth day of the insurgent assault on Irun finds the defence still holding fast, machine-guns and barbed wire providing a serious obstacle to the attacking infantry, who are reported to have suffered heavy losses. A flight of insurgent bombers dropped twenty bombs on the Government positions around Fort San Marcial, but caused little damage.

Two insurgent warships fired ten shells into the loyalist positions around Guadalupe Fort.

## AT GATES OF HUESCA

Bayonne, Aug. 30. Government troops are reported at the gates of Huesca, a vital railway junction commanding the approach to Saragossa, according to reports from Government sources. It is claimed that Government aircraft carried out a devastating bombing attack and inflicted heavy losses on an insurgent column marching to the relief of Huesca.



Reports persist of overtures between General Mola and the Basque natives for an armistice.

## SAD PLIGHT OF INSURGENTS

## Alcazar Defenders Besieged

Madrid, Aug. 30.

Starvation, internal strife, the perpetual menace of bombing from overhead and mine explosions from underground, comprise the daily lot of the insurgent defenders of the historic Moorish citadel, the Alcazar in Toledo, according to a French correspondent who has just returned from a visit to this storm-centre.

The loyalist Governor of the province told him that 1,300 people were shut up in the Alcazar, where a small force of insurgents had been holding out for weeks against the encircling Government troops. The rebels included 300 women and children who took refuge in the underground cellars of the Alcazar at the commencement of hostilities. Many of these terrified people have possibly been suffocated under falling ruins, as collapses of masonry are constantly occurring as a result of the continuous bombardment.

The Governor said it would be possible to capture the Alcazar within a few hours, but it was mined with 600 pounds of explosives, so efforts were being made to force the besieged to surrender, as the Government did not want to kill everybody there. A number were being kept by force, he was aware.

The insurgent force in the citadel was suffering from food shortage, as the supplies dropped by planes had fallen, for the most part, outside the boundaries of the Alcazar owing to the great height at which the rebel machines were forced to fly to avoid the fire of the Government anti-aircraft guns.

Fights among the men of the beleaguered force were almost daily occurrences, as a proportion desired to surrender. The upper storeys of the stronghold have been destroyed by Government fire and the situation for the insurgents is becoming more and more desperate.

Transoceanic News Service.

## RELIEF IN SIGHT

Seville, August 31. Relief is in sight for the hard-pressed defenders of Alcazar fortress. It is claimed that insurgent headquarters that a strong column of regulars are said to be at the gates of Toledo.

Transoceanic News Service.

## AIRMAN MISSING

Los Angeles, Aug. 30. Planes are searching the mountainous countryside for miles around for Colonel Roscoe Turner, American civilian air ace, who is many hours overdue on a flight from Burbank, California, to Albuquerque, New Mexico.

Transoceanic News Service.

## CONFERENCE AGENDA

Paris, Aug. 30. In connection with the efforts made to humanise the Spanish civil war, “Le Jour” writes that the agenda for the next session of the Ambassadors’ conference at St. Jean de Luz on next Tuesday contains the following points: 1. Facilitating the exchange of prisoners; 2. An appeal to the International Red Cross to take measures on behalf of the sick and wounded; 3. Protection of works of art, especially buildings of civic or religious character.

Transoceanic News Service.

## U.S. DESTROYER ATTACKED

## Spanish Coast Incident

## BOMBING PLANE UNIDENTIFIED

Rapid City, Aug. 30.

The United States destroyer Kane was bombed off the Spanish coast to-day, according to an announcement by President Roosevelt’s secretary here. President Roosevelt is on his western tour and is passing through South Dakota.

The plane responsible for the bombing has not been identified thus far. Diplomatic representations will be made to both the Madrid Government and the insurgent Junta at Burgos.

Transoceanic News Service.

## SIX BOMBS DROPPED

Washington, Aug. 30. It is confirmed that it was the destroyer Kane which fought a duel with an unidentified bombing plane, off the Spanish coast to-day.

Mr. Cordell Hull, the Secretary of State, has lodged strong representations with the Spanish Government and with General Franco, the insurgent leader.

It is learned that six bombs were dropped by the plane near the Kane, which replied with nine rounds from her anti-aircraft but without effect.

The plane was a three-engined aircraft without marks of identification. It made three attacks on the destroyer, according to the State Department, although the Kane was flying the United States flag and had a United States ensign spread on her upper deck.

Transoceanic News Service.

## MISTAKEN IDENTITY

Washington, Aug. 30. Mr. Cordell Hull said to-day that both the Spanish Government and insurgents had been asked to issue the strongest instructions to guard against recurrence of attacks on American ships.

He added that since both factions in the fratricidal spirit had made every effort to avoid injury to American nationals and property, it can only be assumed that the attack on the Kane was due to the fact that her identity was mistaken.

Transoceanic News Service.

## INTENSE EXCITEMENT ON BOARD

## Queen Mary Arrives At Southampton

## RECORDS FOR BOTH VOYAGES

London, Aug. 31.

The new Cunard-White Star liner Queen Mary arrived in Southampton Water shortly after noon to-day on the conclusion of her double journey on which she established records for both the westward and eastward voyages.

The homeward run was accomplished in three days, 23 hours and 57 minutes from Ambrose Light-ship to Bishop’s Rock at an average speed of 30.63 knots and on the outward journey between these points her time was 4 days and 27 minutes, the average speed being 30.14 knots.

Hitherto the fastest Atlantic crossing was the Normandie’s east-bound voyage last year in 4 days, 3 hours and 14 minutes at an average speed of 29.68.

By breaking the Normandie’s record Britain has regained the Blue Riband of the Atlantic after seven years. At that time it had been held by the Mauretania for 21 years.

There was intense excitement among passengers on board the Queen Mary last evening when the record was in sight. The final sprint was made in slight fog which robbed the holiday makers on the land of a view of the vessel as she passed Bishop’s Rock at 8.12 B.S.T. with a safe margin of 3 hours and 31 minutes.

British Wireless.

Another report says the Queen Mary has won the Blue Riband of the Atlantic.

The great vessel churned past Bishop’s Rock, in the Scilly Isles, at 8.12 o’clock (G.M.T.) to-night

having taken three days 23 hours and 57 minutes to cross the Atlantic, thus establishing a record for the west to east passage.

Her time was three hours 31 minutes better than the French liner Normandie.

The Queen Mary’s average speed was 30.63 knots, compared with the Normandie’s 30.31 knots. Since the Queen Mary had already smashed the Normandie’s record for the east to west crossing by four and a half hours, the Blue Riband is now Britain’s. In that westward passage the big ship encountered bad weather two days out, but her speed suffered very little.

During the west to east crossing the liner established a record for a single day’s run, travelling 713 miles, at an average speed of exactly 31 knots.

Transoceanic News Service.

## AFTER SEVEN YEARS

London, Aug. 31. The Atlantic Blue Riband has been recaptured for Britain after almost exactly seven years in foreign hands. It was on August 17, 1924, that the German liner Bremen won the honour previously held by the old Mauretania for twenty-one years. Thereafter the Blue Riband was successively held by the Europa, the Bremen, for the second time, the Italian liner Rex, and then the Normandie.

The Queen Mary captured the trophy on her sixth trans-Atlantic voyage, having broken the record for both directions in consecutive voyages.

The Cunard-White Star liner, with 1,500 passengers aboard, calls



Nicolae Titulescu who has been dismissed from the Rumanian Cabinet.

## WELL-STAGED COMEDY

## Press Allegation In Moscow Trial

## ACCUSED NOT EXECUTED

(“Hong Kong Daily Press” Special)

Paris, Aug. 31.

Messages from Soviet Russia reporting disobediences and disorders in the ranks of the Red Army are prominently featured by the press here.

“What is going on in Soviet Russia?” asks “L’Ouvrier,” which answers the question by stating that mass arrests, mutinies and suicides are now a daily feature in Russia.

The “Figaro” publishes a report from Moscow where it is stated that the execution of the 16 members of the Zinoviev-Trotsky group have not been carried out, that the entire trial was a well-staged comedy and that the 16 allegedly executed men have been brought to Siberia by an armoured train, where they will be detained in a village near Irkutsk under military guard.

Transoceanic News Service.

## AMERICA’S WOMAN DIPLOMAT

## Mrs. Rohde Resigns

Rapid City, Aug. 31.

America’s woman diplomat, Mrs. Rohde, has resigned the post of Minister to Denmark according to an announcement from the train in which President Franklin D. is touring the drought stricken areas.

Mrs. Rohde was married six weeks ago and resigned in order to assist the President in the election campaign as a private citizen.

Transoceanic News Service.

## TROTSKY’S STAY IN NORWAY

Oslo, Aug. 31.

Norway’s refusal to accede to the Soviet’s demand for the deportation of Leon Trotsky was indicated in a speech by the Foreign Minister, M. Koht, who said the principle of asylum will be maintained by the present Government.

“We won’t allow ourselves to be subverted in such matters by anyone,” the Foreign Minister declared.

Transoceanic News Service.

at Cherbourg in the early hours and reaches Southampton at noon.

Transoceanic News Service.

## EARLIER INDICATION

London, Aug. 30.

The Queen Mary, with less than 250 miles to go, is expected to pass Bishop’s Rock this evening at least two hours within the Normandie’s time for the west to east Atlantic crossing. Thus she would win the Blue Riband of the Atlantic.

For the 24 hours ending at noon to-day, the liner had travelled 712 miles at an average speed of 30.96 knots, having at that time covered 2,708 miles at an average speed of 30.68 knots, compared to the Normandie’s 30.31 knots.

Transoceanic News Service.

## RUMANIA HAS GONE FASCIST

## London Press View Of Crisis

## TITULESCU NOT IN LIBERAL PARTY

## Sudden Elimination Explained

London, August 31.

The indication that Rumania has gone Fascist is the interpretation placed by most of the London morning papers at the news that Foreign Minister Titulescu has been suddenly eliminated from the Rumanian Cabinet.

M. Titulescu has been in office almost continuously for the past twenty years and he was dismissed by means of a Cabinet reshuffle while convalescing in the south of France.

The official statement explained that it is necessary in the present circumstances that all Cabinet members should belong to the Liberal party, of which M. Titulescu was not a member, and simultaneously it emphasised its foreign policy, particularly that friendship with France has not changed.

The “News Chronicle,” however, says that the dismissal will be regarded in Berlin as another triumph of Hitler’s ideas, while the “Daily Herald” says that the pro-German movement is constantly growing and Rumania and France have lost one of the last of its trustworthy allies in the Balkans.

Transoceanic News Service.

## NEW CABINET

Bucharest, Aug. 30.

The new Rumanian Cabinet under the Premiership of Tatarescu swore the oath of allegiance to the King at the Palace in the early hours of Sunday morning. The composition of the Cabinet differs in no way from the predecessor except that Titulescu is not included and that a new addition has been made in the person of Minister of Justice, Djuvara.

Titulescu’s place in the Foreign Ministry has been taken by Antonescu. On leaving the Palace, Tatarescu informed pressmen that the domestic and foreign policy of the new Cabinet would be the same as in the previous Cabinet.

Transoceanic News Service.

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Transoceanic News Service.

## ITALIAN ARMY MIGHT

## Mussolini’s Speech At Manoeuvres

Rome, Aug. 30.

In a noteworthy speech at the conclusion of the summer manoeuvres, to a crowd of over 100,000 people, at Avellino on Sunday evening, Mussolini said:

“I ask all Italians to take my statements absolutely seriously. Not in spite of the Abyssinian War, but because of the Abyssinian War, the Italian defence forces are in a better state of preparedness than before. At any moment we can mobilise eight million men within a few hours. After one of the most righteous wars has ended with annihilating victory, Italy possesses in the heart of Africa boundless rich territories, in which she can develop her creative possibilities.

We wish to live in peace with all countries, and maintain peace as long as possible, and are therefore ready to make daily concrete contributions to the cause of peace among the nations. But after the catastrophic failure of the Disarmament Conference and in view of the armament race already begun and which can no longer be halted, as well as the political situation which in some cases is very obscure, there can be only one device for Fascist Italy:

“Be strong, ever strong, so that we are prepared for all possibilities and can face any eventuality. The nation’s whole life must be subjected to this categorical imperative, and it will be subjected to it.”

“The Imperium was not a diplomatic compromise, but result of the victories battles, which were fought in a spirit which overcame the enormous material difficulties and almost universal coalition of states.

“It is the popular warlike spirit of present day Italy, on guard on the land, on the sea and in the air!”

Transoceanic News Service.

## EMBASSY REMOVAL ADVOCATED

## Burgos Radio Report

(“Hong Kong Daily Press” Special)

Hendaye, Aug. 31. The removal of the Portuguese Embassy from Madrid to Alicante has been advised by the Madrid Government, since “the safety of the Embassy staff could no longer be guaranteed,” according to an announcement made by the Burgos Radio Station.

Burgos, moreover, asserts that the naval training ship Galatea has joined the Nationalists in Port Ferrol, and that the troops of General Franco have routed a strong detachment of loyalists in the region of Terruel.

Transoceanic News Service.

## GERMAN EMBASSY TRANSFERRED

Berlin, Aug. 31.

The German Embassy staff transferred from Madrid to the Government controlled port of Alicante. The Embassy building in Madrid was closed and the Spanish authorities will place a guard over it.

Reuter’s Bulletin Service.



## ATTRACTIVE RACING PROGRAMME

### Seventh Extra Meeting At The Valley

An attractive programme for the Seventh Extra Race Meeting of the Hong Kong Jockey Club has been arranged for Saturday, September 26. First saddling will be at 1.30 p.m., and the meeting will commence promptly at 2 p.m.

The programme which includes one classic for Australian ponies, is as follows:

1. Big Wave Bay Handicap.—Winner \$550. Second \$250. Third \$150. For China Ponies, "A" Class. Winners of \$5,000 or more in stakes since 1st January, 1936, barred. Jockey Allowance. Entrance \$5. Six Furlongs.

2. Island Bay Handicap.—First Section.—Winner \$450. Second \$200. Third \$100. For China Ponies, "C" Class. Jockey Allowance. Entrance \$5. Six Furlongs.

Note.—One Entry only will be made for the Island Bay Handicap (Races Nos. 2 and 7). Entries will be divided into First and Second Sections at the discretion of the Handicapper.

3. Corroborree Handicap.—Winner \$450. Second \$250. Third \$150. For Australian Ponies, "A" Class. Jockey Allowance. Entrance \$5. Five Furlongs.

4. Tweed Island Bay Handicap.—Winner \$500. Second \$225. Third \$125. For China Ponies, "B" Class. Jockey Allowance. Entrance \$5. One Mile.

5. Junk Bay Handicap.—First Section.—Winner \$400. Second \$175. Third \$100. For China Ponies, "D" Class. Jockey Allowance. Entrance \$5. One Mile.

Note.—One Entry only will be made for the Junk Bay Handicap (Races Nos. 5 and 9). Entries will be divided into First and Second Sections at the discretion of the Handicapper.

6. Vauluse Handicap.—Winner \$450. Second \$250. Third \$150. For Australian Ponies, "B" Class. Jockey Allowance. Entrance \$5. Five Furlongs.

7. Island Bay Handicap.—Second Section.—Winner \$450. Second \$200. Third \$100. For China Ponies, "C" Class. Jockey Allowance. Entrance \$5. Six Furlongs.

8. Clear Water Bay Handicap.—Winner \$400. Second \$175. Third \$100. For China Ponies, "E" Class, and Subscription Grifflins of this Club of this Season that have not won a race at Race Meetings of this Club. Jockey Allowance. Entrance \$5. Half a Mile.

9. Junk Bay Handicap.—Second Section.—Winner \$400. Second \$175. Third \$100. For China Ponies, "D" Class. Jockey Allowance. Entrance \$5. One Mile.

Daily Double Event.—Fifth and Seventh Races.

Entries close at noon on Thursday, September 17.

### LAWN BOWLS BY FLOODLIGHT

The Hong Kong Electric R.C. will open their new floodlit bowls green for an official try-out on Thursday. By experiments it has been proved that the game is enjoyed just as much as being played by day, provided that the lights are arranged properly.

If the try-out is successful, games will be played every Thursday night with other clubs. For the benefit of those who do not play, the swimming pool will also be lit up for use.

### MOTOR RACE

Freiburg, Aug. 30.

The German motor industry again scored a victory in Germany's Mountain Grand Prix Race, the most difficult track in Europe, the Schenks land Race.

Bernd Rosemeyer, Germany's most successful race driver this year, and youngest, among the German aces, added another triumph to his meteoric career by winning the race with an average speed of 90.1 kilometres on Autouion, thereby breaking the former record of 88.7 kilometres.

Rosemeyer's performance was all the more remarkable since it is the first time he has taken part in a race on this route.

Another Autouion car driven by Delius was second, while the third place was gained by the Italian driver Brivio on an Alfa Romeo.

Transocean News Service.

## U. S. BASEBALL

### Double Win For The Pirates

New York, Aug. 30. The following were the results of to-day's Major League baseball encounters:

#### NATIONAL LEAGUE

	R.	H.	E.
Boston	2	8	1
Pittsburgh	4	11	0
Thompson homered for the Braves.			

Philadelphia	8	10	3
Cincinnati	6	12	1

New York	6	12	2
Chicago	1	7	0
Moore homered for the Giants.			

Brooklyn	3	7	0
St. Louis	6	10	1
J. Martin homered for the Cardinals.			

Boston	1	7	2
Pittsburgh	3	8	1
Bru Baker homered for the Pirates.			

Philadelphia	3	6	0
Cincinnati	4	11	1

New York	8	15	2
Chicago	6	11	1
Leiber and Ott homered for the Giants and Cavaretta twice for the Cubs.			

Brooklyn	3	12	2
St. Louis	2	7	2

#### AMERICAN LEAGUE

St. Louis	4	12	1
Washington	5	11	1

Detroit	4	8	1
Philadelphia	5	15	1
R. Johnson homered for the Athletics.			

Chicago	1	7	1
New York	8	16	2
Dickey homered for the Yankees.			

Cleveland	2	3	2
Boston	3	9	2

St. Louis	4	8	2
Washington	7	8	1
Kress homered for the Senators.			

Detroit	3	7	0
Philadelphia	2	6	2

Chicago	1	3	1
New York	4	3	1
Selkirk homered for the Yankees.			

Cleveland	1	3	1
Boston	5	8	0

### KHO SIN KIE BEATEN

Lucerne, Aug. 30.

Kho Sin-kie, China's leading tennis player, made a big, but unsuccessful effort to-day to win the Swiss national tennis championship when in the final round he carried G. de Stefani, the ambidextrous Italian Davis Cupper to five sets before losing. The scores were 6-1, 2-6, 2-6, 6-4, 6-4 in favour of Stefani.

This is the second time during the last two months that Kho and Stefani have met in the final of a national tennis championship. At Noordwijk in July they contested the Netherlands championship when the Italian won in straight sets of 6-1, 6-3, 6-4.

This time Kho played very much better and all but won his first foreign national singles title.

Reuter.

### BALLOON RACE

Warsaw, Aug. 30.

The start of the 24th Gordon Bennett Race took place on Sunday afternoon on the Mokotow Aerodrome in presence of the President of the Polish Republic, members of the Government, and many foreign diplomats.

Only 11 of the 12 entered balloons started the Spanish balloon failing to appear. Two hours before the start, the German Ambassador, von Moltke, christened three German balloons which will take part in the race.

Transocean News Service.

## Matricide By Girl Of 17

### PARENTAL CRITICISM RESENTED

#### America Shocked

America has been deeply shocked this week-end by a "modern youth matricide" in which the 17-year-old Gladys MacKnight, resentful of parental criticism, brainied her mother with a hatchet while her 18-year-old friend, Donald Wightman, held the woman's arms.

It was not an ordinary crime. Its principals are above the average in social position and intelligence. Mrs. Helen MacKnight, the 47-year-old mother of two girls, Gladys and Glenna, aged eight, was active in the civic affairs of Bayonne, New Jersey, a member of women's clubs, and highly regarded in the community.

Her husband, Mr. Edgar W. MacKnight, is the successful superintendent of one of the General Cable Company's plants, which employs 500 men.

Gladys had graduated from high school in June. Her classmates said she was popular and liked to enjoy herself. Donald Wightman has been her companion for years. He graduated from high school six months earlier, studying music and singing in a choir and on the radio. His marriage with the girl was regarded as a question of time.

Mrs. MacKnight had been somewhat concerned at their intimacy, and sometimes had stormy scenes with her daughter. Gladys calling her mother "old-fashioned."

During a stormy argument on the question of the girl's visit to a beer garden Donald entered the room and seized Mrs. MacKnight's arm. The daughter picked up a hatchet and struck her on the head with it. According to the story told later to the police, she hit her mother five times, the boy encouraging her.

#### GIRL'S CALLOUSNESS

A neighbour who had heard Mrs. MacKnight scream came into the yard asking what was the matter, but Gladys told her "It's all right. Mother has just cut her finger. Please go away."

The two then pulled the kitchen table over the body, so that it would not be visible from the door or windows, went upstairs, washed their hands, locked up the house, and departed in the MacKnight car.

When caught they were driving aimlessly about, but Gladys told the police that she had been urging Donald to come back and "face the music and that he had been threatening to run the car at high speed into a telegraph pole and kill them both. Several times they had stopped while she "kissed him" into doing what she wanted.

Frank police questions as to their exact relations brought prompt angry answers which convinced the police of their truth. Questioned by the police Gladys gave an amazing demonstration of coldness. With complete nonchalance the trim girl, physically hardened by much basket ball and tennis, sat swinging one leg over the arm of her chair, puffing innumerable cigarettes, nodding her sandy head as the policeman talked and coolly weighing every question before answering.

#### HARD HEADED

Under separate questioning, Donald, who had at first tried to shield the girl and assume the full blame himself, broke down and told the truth, and it was not until he was taken to her and pleaded "I have told the truth, why don't you?" that the police got the story, which they were satisfied was true.

It had taken hours, during which the Bayonne police were convinced they were dealing with one of the coldest persons they had ever tackled.

Captain McGrath explained: "She is hard-headed, knows what she wants, and goes after it." Only once in the long questioning had she shown the least sign of hysteria, and that was when she once blurted out: "I'll never forget mother's face as she lay there on the floor."

Both youngsters were formally charged with murder and remanded without bail for the Grand Jury.

Meanwhile the question how best to deal with them and the whole problem of parental relationship with the younger generation has become the chief topics of discussion.

## CLUB FOR MEN ON THE DOLE

### Amenities Provided By Ratepayers

#### LIFE WITHOUT WORK

Hidden away in the purlieus of a northern industrial town of England, where black brick scowls its malediction upon sordid dwellings, is a demiparadise for "down-and-outs."

Its inmates owe no thanks to Charity, for they pay their way. They owe no debt to Labour, for they do not work. Their home is a municipal lodging house.

Its title is as cheerless as its aspect; but one night within its walls has taught me more than Rawdon Crawley taught the world—how to live well on next-to-nothing, and no consequences.

My cubicle-fellows numbered 450. More than 300, I was assured, draw the "dole" with more or less regularity. The remainder eke out age pension or pay their "ticket" with the many proceeds of the nimble brain, writes a correspondent.

About 400 are permanent and contented inmates. They might well be. For 6s. 6d. a week they enjoy most of the amenities of civilisation; and so long as the 6s. 6d. is forthcoming, they can remain "in situ" by "seven-nights nine times nine."

They may come and go as they wish, at all hours of the day and night. The facilities include cheap food and free cooking, smoking rooms, free newspapers, a library baths and lockers.

#### SMALL ACCOUNT

For all this my night's account would have been a small one but for the attentions of a bookmaker's runner.

It was his acquaintance, however, that led me to discover a glimpse of how the Other Half lives.

The light was fading behind the gloomy chimney ranks as I entered the lodging-house doors. The cubicles would be closed until 8, except for special cases, but I might use the public rooms.

I did. In the smoking room were 40 men of all ages and shapes, in all degrees of sartorial disarray. One of them was trying to catch the blaring of a loud-speaker, but could only tune in to the snores of a bearded tramp.

The remainder were more preoccupied. They were engaged in passing from hand to hand a tattered copy of the latest evening newspaper.

"How did you do?" my neighbour exuded from behind a black-out of pungent "snag." "Haven't had a bet," I replied.

#### BOOKMAKER'S AGENT

The omission, to my cost, was soon rectified. I was introduced to one of the younger members of the fraternity. He was, I learned, drawing the "dole," so that he had time and to spare for his unofficial employer, a local bookmaker. He had two colleagues who, like himself, were each drawing a single unemployed man's benefit. Between them they had a full-time job—looking after 400 people, an all "Shilling each way? Thanks very much"—and I would be paid at the second house on the left down the street opposite and round to the right—at 6.30.

I was not paid, having chosen the wrong end of a six to four possibility. But two hours remained before the start of greyhound racing, and I had time to seek new acquaintance.

The next was in the opposite camp. He took instead of laid the odds for a living. He, too, lived at the taxpayers' expense. "But the dole doesn't mean much to me," he vouchsafed. "It gives me lodging, that's right. But it was Goodwood that paid for this new pair of boots, and I got a week's food out of Newmarket."

Another—a young man again—was equally candid. "I would go to work willingly if they made me," he said, "but if it's a choice between here and a summer camp, then I stay here. I can make a bit between times of signing on, and it gives me something to bet with. Of course, the horses don't always turn up. But if anything goes wrong—well, the Casual's round the corner."

#### "THE CASUAL"

"The casual"—an ever-present refuge in case of emergency—was often under discussion. As we cooked our supper of "scraps" and foreign eggs, on gas supplied by the Corporation, we spoke of it as a

## "SHOPPING DAZE" A NEW DISEASE

### Why Women Keep On Buying

#### STORES USED AS A CLUB

Many modern women suffer from a new disease called "Shopping Daze."

This is the quasi-scientific name for that urge in the woman shopper to spend hours wandering round the stores or buying things she does not need at the moment.

Scientists of the shop counter have discovered this from long observation of the woman shopper. They have also come across many other interesting facts.

"Bus conductors, for instance, used to wonder why, in a half-full bus, all the passengers sat on the nearside. They found it was the lure of the shop window."

It is display which first attracts the woman shopper. But when she enters the shop this, according to two experts I interviewed, is what she does, writes a correspondent.

First she tends to turn to the right. It has taken all the ingenuity of the display artist to break her of this habit. Then she takes a circular course, if the showroom architect allows it.

#### FOND OF A CROWD

One of the shop designer's greatest problems is to keep the flow of shoppers even and to prevent them from congregating in one spot. The woman shopper likes a crowd.

She expects the shop to be brightly and elaborately decorated and goes first to the most colourful counter.

She wishes to be left alone to roam among the counters and insists on handling the articles which interest her.

Her domestic instinct for neatness make her shy of disturbing a meticulously arranged display. A woman is much more likely to select a pair of stockings from an artistically disordered counter than from a too-tidy case.

#### THE STRONG-WILLED

Usually women prefer to be served by women assistants. These are expert mind readers, and can place their customer—almost at a glance into one of the following categories:

Those who like to hesitate over their purchases.

Those who prefer to be swayed by "sales talk."

Those who will not buy, unless they are advised not to.

"The last class, though few in number make an interesting study," I was told by the manager of one large store. "They are so forceful that they will buy against the saleswoman's advice just to show how strong-willed they are."

Women prefer a shop where they can sit down, write a postcard, telephone, have tea. Some of them treat certain large stores as a club, where they meet their friends and chat.

This is all to the good, for once they are inside the selling expert and "shopping daze" do the rest.

refuge from the iniquities of the means test.

I met men of varying ages who had never worked or who did not intend to work if they could help it; men who had refused work; men who had given up work. There were men living apart from their relatives. But always there was the staple income provided by the State.

At the other end of the scale, there were those whose pride, paradoxically, had led them to the lodging-house. Their old age pension was their stand-by, and there was no hope or prospect of a living in the industrial scramble. But an honest penny might be turned in the gutter—an odd job might pay a week's ticket. One man had wandered from his Devon home in order to avoid the humiliation of being pointed out as an old age pensioner. His income, augmented by honest means, reached £2 a week.

Officials cherished no illusions as to the quality of those whom they supervised.

"We are here chiefly for the benefit of the really poor," said one to me. "We have our prices, and there is no reason why a millionaire should not come here as long as he pays them. Consequently, we have hundreds of lodgers who use the place only as a way to escape an investigation into their means. The majority have always lived on the dole and there is no reason why they should do anything else."

## Last Census Gives Italy 43 Millions

### Soldiers In Colonies Not Counted

#### 10,000,000 ABROAD

On April 21, 1936, there were 42,438,104 Italians resident in Rome. This is the figure revealed by the first provisional statistics of the national census held in Italy on the night of April 21, Italy's Labour Day, and the birthday of Rome.

This figure, however, does not include the soldiers and workmen on service on that date in East Africa, Libya, and the Dodecanese Islands, whose number is not revealed for military reasons, nor any persons who were temporarily absent from this country but who would be back in Italy before the end of July.

The number of soldiers and workmen serving in Italy's African and eastern Mediterranean possessions on April 21 may be estimated at about 500,000. This figure brings the present total population of Italy to just under 42,000,000, compared with 41,761,671 at the preceding census of 1931.

10,000,000 Italians Abroad

There has been, therefore, an increase of the Italian population of about 2,000,000 in five years, which makes an average of 400,000 per annum. The number of Italians living in foreign countries is estimated at about 10,000,000. On the eve of the proclamation of the Fascist Empire, there were 53,000,000 Italians living in this country and abroad. The population of the Italian colonies and possessions is not included in this figure.

Rome is the largest city of Italy with 1,178,491 inhabitants, against just over 1,000,000 five years ago; an increase of 17.2 per cent. Milan, the most important industrial centre, is the second largest city, having also reached the million mark, with 1,114,044 inhabitants.

There are 20 other Italian cities, whose population exceeds 100,000. Naples, Turin and Genoa have all more than 500,000 inhabitants. The increase in the population of Naples, hitherto regarded as the most prolific Italian town, has been surprisingly small, being now 776,064, against 839,390 five years ago—an increase of 4.4 per cent. Of the remaining 17 big Italian cities, 13 are in the mainland, three in Sicily and one in Sardinia.

#### VOCATIONAL INFORMATION SOUGHT

The main purpose of the last census of the population was to collect the necessary information regarding the various occupations and professions of the Italian people. The forms which were distributed to each head of family to fill contained, in addition to the usual questions concerning the members of his family (number, age, sex, relationship, etc.), detailed queries on the kind of job practiced by each member of the household from the age of 10 onward.

## EFFECT OF 1930 NAVY CUTS

### Socialist Blow Now Felt

#### OTHER COUNTRIES AHEAD

BY HECTOR C. BYWATER.

The Navy's 13 cruisers of the 10,000-ton County class have long been objects of severe criticism on account of their inadequate protection.

In spite of their great size and large complement—nearly 700 officers and men—they carry no vertical armour, and their only defence against gun-fire is a steel deck 1½ to 3 in thick.

These ships are being reconstructed in rotation, and the Cumberland recently came out of dockyard with her after freeboard reduced and a certain amount of extra armour protection.

Meanwhile, other navies have steadily developed and improved this type of vessel. The latest foreign examples are true armoured cruisers, greatly superior to our ships even after reconstruction. In the case of Great Britain a corresponding development has been impossible, owing to the 1930 London Treaty concluded by the then Socialist Government. This treaty completely stopped the building of heavy cruisers for the British Navy, while leaving every other Power free to construct such vessels.

#### INTERESTING DISCLOSURE

In this connection an interesting disclosure can now be made. Two 10,000-ton cruisers, Northumberland and Surrey, were projected by the Conservative Government in 1929 and duly ordered. Although the fact was naturally confidential at the time, these ships were of an entirely new design and were, indeed, intended to be our first armoured cruisers of the post-war period. In all-round fighting power they would have been a match for any cruisers afloat.

Shortly after the ships had been voted the Socialist Government came into power. One of its first acts was to suspend all preliminary work on the new ships, and in January, 1930, both were cancelled. No doubt the Admiralty pointed out the special importance of the two ships and the Navy's urgent need of such vessels, but the Government turned a deaf ear to all protests.

At the same time the Socialist Government cancelled four out of the eight destroyers which had been voted by the previous Parliament. This action subsequently compelled the Admiralty to organise the 2nd Destroyer Flotilla out of four new and four old destroyers, thereby seriously impairing its tactical efficiency.



## GOLD VALUE OF FRANC

### REDUCTION Without DEVALUATION

Ratio With Sterling

Devaluation of the franc has been peremptorily forbidden by the Communist party and solemnly rejected by the Blum Government. Its place has now been taken by the "alignment of currencies" which in substance is much the same thing, since it means the reduction of the gold value of the franc to a point at which a permanent ratio can be re-established between it and sterling.

The possibility of an "alignment of currencies" is being so much discussed recently that official investigation of the discussion may be inferred. Indeed it is definitely implied by some writers.

Among them is the well-informed publicist, Mme. Tabouls, who states that "the British Government would oppose a scheme establishing monetary stability." Up to now Great Britain has been regarded as the most serious obstacle to such an arrangement.

Several writers with good official connections have recently hinted that the path to a political reconciliation with Germany might be found in the field of economics, and Mme. Tabouls now also dwells on this possibility. She points to Germany's ever-increasing economic embarrassment and to the enormous relief which a return to normal international commerce would mean to her.

Like other writers she hints that the new Governor of the Bank of France, M. Labeyrie, broached the question of the blessings of currency stabilisation in his recent talk with Dr. Schacht.

#### DEVALUATION INEVITABLE

Shrewd foreign observers have for some time been inclined to the view that the Blum Government will eventually make a virtue of necessity and camouflage as "alignment" an actual devaluation caused by inevitable inflation.

Political criticism for the moment is almost paralysed in France. This silence is due to several motives. Perhaps the chief of these is the conviction of the Opposition that the more rope the Government is given the sooner will it hang itself.

In any case, neither Parliament nor the Press reflects the strength of the misgivings which the Cabinet's present policy arouses in the business world.

There is much more than appears on the surface in the words used in the Senate last night by M. Caillaux, himself a member of the Government party. "The country should know," said this eminent authority, "that we are moving towards a dangerous financial situation."

"I will avoid words likely to diminish the success of the loan, which I hope will be the greatest possible. But I must point out that the present project will increase the Budget deficit."

#### UNJUSTIFIED OPTIMISM

Present indications do not seem to justify the optimism of the Finance Minister, M. Vincent-Auriol. If the loan was going well, its results would be published more frequently to encourage others. Despite cajolings and threats the recovery of gold by the Bank of France has been but a drop in the bucket in comparison with last year's losses.

In the return for the week ended Aug. 7, issued recently, the amount is only £600,000, and it is admitted that the future will probably end with a fresh exodus of gold.

However, the period of grace during which exporters of capital may secure immunity for the past by declaring their holdings abroad does not close till the end of this month. The efficacy of the new loan to repatriate their wealth cannot be finally judged till then.

#### LONDON'S ATTITUDE

When Paris talks of the "alignment" of the franc with the dollar or the pound, or with both, it is naturally assumed in the City that in their intensified study of possible methods of devaluation the French authorities have not abandoned the idea that a definite re-stabilisation of the three currencies is a possibility of the near future.

In London a different view is held. It is believed that the American authorities can take no definite move until after the Presidential election in November.

# Healthy Housing For Working Millions

## PLANNING PHYSICAL AMELIORATION

### GERMANY'S COMPREHENSIVE SCHEME

#### EXPLOITING UNCULTIVATED LAND FOR USEFUL CITIZENSHIP

Race-culture, the physical amelioration of the German people, is one of the comprehensive tasks set themselves by the National Socialists. Some of the measures adopted in the pursuit of this aim are notorious, but it is not generally known how very great is the effort made under the new dispensation to improve the physique and to raise the spirits of the workers by enabling them to live more comfortably in a healthy atmosphere.

In pursuing this policy, the National Socialist leaders are not concerned only with the nurture of a robust and contented working class. They wish also to reduce and prevent the agglomeration of workers' families in unsavoury mass quarters in towns; they wish to provide the workmen with profitable relaxation in tilling their piece of land; they wish to ensure that good workmen remain at their place of employment, and they hope that many thousands of workers' families will produce themselves a large part of what they need for their sustenance, thus relieving the State of the necessity to provide all this.

#### WILL AID DEVELOPMENT

The leaders foresee furthermore as a result of these developments the better exploitation of the land and the gradual disappearance of unemployment.

The great scheme is directed generally by a central organization that co-ordinates the plans and the efforts of the state, the National Socialist Party and the industries, care being taken that the one does not control or interfere with the other, and that each works for the universal good.

The state, for example, will not think of dictating to the heads of works, factories or other industries where they will settle their workers, though the state authorities must have the assurance that such settlements harmonize with their plans for the betterment and maintenance of the amenities of the towns and of the countryside. For this latter purpose planning committees are being formed for different districts, the members being the heads of the provinces, of the districts and of the towns concerned and the industrial leaders.

#### ACADEMY HAS VOICE

The German Academy for Architecture and Building has a consultative voice in the deliberations of the planning committees, and these have at their disposal the

opinions and the help of architects, of builders and of artisans, and can ensure the solution of other problems by the technical universities and the finance institutes.

The great industrial concerns such as the Krupp firm, at Essen, the Siemens companies, the Allgemeine Elektrizitäts-Gesellschaft, the coal-owners, the iron and steel works, and other producers on a large scale have for many years past given much thought and time to the planning of suitable homes for their workers and have contributed generously to the realization of the plans. Such concerns now belong to the general scheme.

#### HOME OWNERSHIP

The highest aim is that the worker shall ultimately own his house. The Dye Trust, for example, has one of its important works at Ludwigshafen, on the Rhine. Here, as in other parts of Germany, where it has established works and factories, the trust has always interested itself in providing cheap and healthy homes for its workers, but when the National Socialists came to power it proceeded to deal with the matter systematically. In the year 1933, 250 workmen's families were settled in homes of their own and since then about 750 more. In the Ludwigshafen district alone the trust workmen have founded some fifty separate communities.

The trust workmen help in their spare time to build their own houses, this work being taken into account in lieu of capital, and the remainder of the cost of construction is contributed by the trust, by the Pension Fund and by the Works Saving Bank.

#### FINANCING PLANS

Including the value of the help given by the worker himself such a house can be built for 3500 to 4500 reichsmark, according to the type, and a monthly rent of 24 to 26 reichsmark will cover interest and amortization for the space of 22 to 28 years, when the house becomes the property of its inhabitant.

Other firms have different financing methods, but in most cases the interest and amortization that the worker is required to pay is less than 13 per cent of his wages. Some places are more ambitious and offer the worker with his family a house of his own with about 1000 square yards of land and facilities for keeping fowls, a pig, goat, or other small animal, besides a garden where an adequate supply of potatoes and other

vegetables can be grown. The accommodation in such houses consists of a living room, a small kitchen and a bedroom for the parents, on the ground floor, and two rooms for children on the upper floor. The average rent is 30 reichsmark per month.

#### 2,500,000 NEW HOMES

The programme of the central committee provides for the erection of about 2,500,000 homes for workers throughout Germany in the next 10 years, and as the committee has pointed out, not only will 2,500,000 expert workers be thus bound to their works or factory and to the land, but they will be drawing nourishment from that land.

Simultaneously another scheme to encourage peasant farming and thus to provide homes and productive occupation for many persons at present unemployed is developing most satisfactorily. The ultimate aim is that of the industrial settlements, namely, to cultivate a healthy and robust population, and a further intention is to make German families thoroughly content and glad to live on the land. Beyond this again is the plan to turn to profitable use land that has for centuries lain fallow.

#### PEASANT FARMING

The organizing authorities, after selecting the land to be developed, arrange for the creation of a dwelling house, a barn, a silo and the necessary outbuildings for each family to be settled. The cost of these

constructions, including 85 reichsmark for incidentals, and the 30 acres of land to be farmed is fixed for the present at from 11,000 to 12,000 reichsmark, according to the type and size of the house.

The settler, who now becomes a peasant farmer, repays 4 per cent of this amount annually. For his first year, however, he pays nothing, for the second year he pays 25 per cent of the annual rent, and in the third and fourth years 50 and 75 per cent, respectively, and only in the fifth year is he required to contribute the full amount.

#### UNCEASING EFFORT

During the years 1933 to 1935 no fewer than 15,000 peasant homes were established on hitherto unexploited land, and the work goes on unceasingly.

In Hesse alone about 800,000 acres of land that for centuries could not be used on account of its marshallness, has been drained during the past two years, and the first village of peasant farmers has been formed on it.

Work of this kind is being carried on in all parts of the Reich.

In pursuance of the Government's policy the peasant farmer ultimately owns his house and land, and every inducement will be held out to him and his family to remain there permanently. The Government, as a matter of course, arranges for schools, post offices, possibilities for recreation and for the ordinary amenities of country life.



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1936

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## NEWSY VIEWS

### SLEEPLESS AUTHORS

In a recent article insomnia was called "the grave of statesmen." Men of letters have suffered from it, too. But with them it has sometimes led to an increase in output. Henry James was a case in point. "There is nothing like writing a book for a man who cannot sleep," he once told Dr. Axel Munthe. The result of his advice was "The Story of San Michele."

In his preface to the book Dr. Munthe wrote: "When I ceased to sleep I began to write this book, all milder remedies having failed. It has been a great success so far as I am concerned. Over and over again I have blessed Henry James for his advice. I no longer wonder why so many people are taking to writing books in our days."

Further, it is generally assumed that those who rule the fortunes of the pound consider that many conditions have still to be fulfilled before re-stabilisation can even be usefully discussed.

That is not to say that, if or when the French Government should find it necessary to make some departure from the present currency basis, the Treasuries and the Central Banks of Britain and America would not be willing to act in such ways as might be practicable to mitigate any disturbances.

ple are taking to writing books in our days."

But the cure has not been a lasting one. Dr. Munthe recently stated his insomnia was as bad as ever.

### CANINE BLUE BLOOD

New York's Social Register—which lists all those whom its compilers regard as socially eligible—has included in its latest edition a four-year-old Pekinese.

The dog's name is Rose, and its owner, apparently as a joke, entered it in the book as her daughter. Occasionally, as a sign of disapproval, names are removed from the Social Register. But this is the first time that a quadruped has qualified for inclusion among the elite.

### RUSSIAN "INFANT HERCULES"

It is hardly to be expected that the Soviet owners of the allegorical picture of the Infant Hercules, painted by Reynolds for the Empress Catherine, will lend it to Sir Philip Sassoon's exhibition next February.

This matters the less as it is generally held that Reynolds failed in this ambitious work. Incidentally, he painted Dr. Johnson as the blind Tiresias in this picture, just as he included himself as "Crime" behind Mrs. Siddons as "The Tragic Muse."

Horace Walpole had suggested to Reynolds, whom the Empress allowed to choose his own subject, that he could probably make a fine historical theme out of Peter the Great at Deptford.









## NEXT SAILINGS

To Italy "Conte Rosso" 3rd Oct.  
To Shanghai "Conte Verde" —

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Validity 100 days at greatly reduced cost allowing of 2 1/2 months stay in Europe. Special concessions to 1st and 2nd Class travellers to London.

Fares to Venice, Trieste, Genoa and Return... £132, £88, £36.

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" SINGAPORE	£18	£13	£11
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## OUTWARD SAILINGS

m.v. "KULMERLAND" for S'hai, Dairen, Taku, Y'ham, Nagoya, Kobe, Osaka, 8th Sept.  
m.v. "ERMLAND" for S'hai, Y'ham, Kobe, Osaka, 9th Sept.  
m.v. "NORDMARK" for S'hai, Dairen, Taku, Tientsin, Y'ham, Nagoya, Kobe, Osaka, 28th Sept.

## HOMEWARD SAILINGS

m.v. "BURGENLAND" for Genoa, Antwerp, Rotterdam, Hamburg, 9th Sept.  
m.v. "NEUMARK" for M'los, B'losa, Antwerp, R'dam, 25th Sept.  
m.v. "KULMERLAND" for Genoa, Antwerp, R'dam, Hamburg, 8th Oct.

For further particulars and passage fares, etc. apply to:—

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## S.S. "BENMOHR"

Sailing for LONDON, ROTTERDAM, ANTWERP, HAMBURG, HULL and LEITH on or about the 12th September.

Cargo will also be accepted on through Bill of Lading to the usual transshipment ports.

Next Sailing for SHANGHAI & JAPAN

## S.S. "BENNEVIS" Sept. 12th

For Freight and Passage apply to:—

W. R. LOXLEY & CO., (CHINA) LTD.,

Tel. 22533

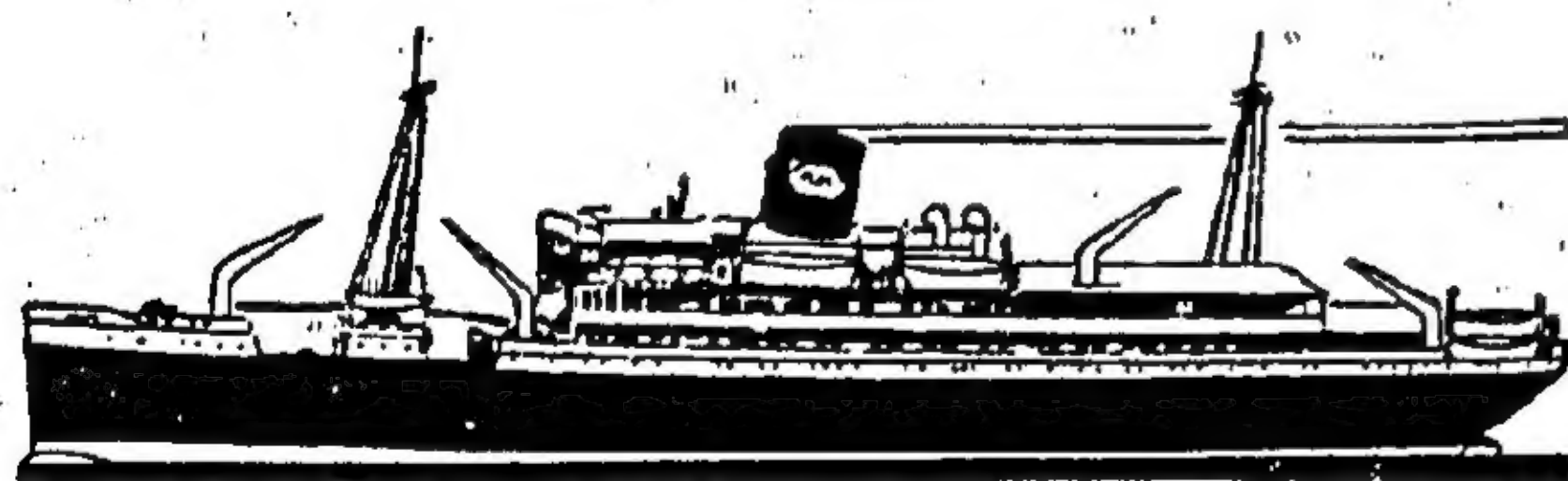
York Building.

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## NEXT SAILING AND RATES:

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Hong Kong — Amoy — Dairen — Shanghai — Keelung —  
Amoy — Hong Kong — about 3 Weeks.

H. \$140.— PLUS YEN 140.—

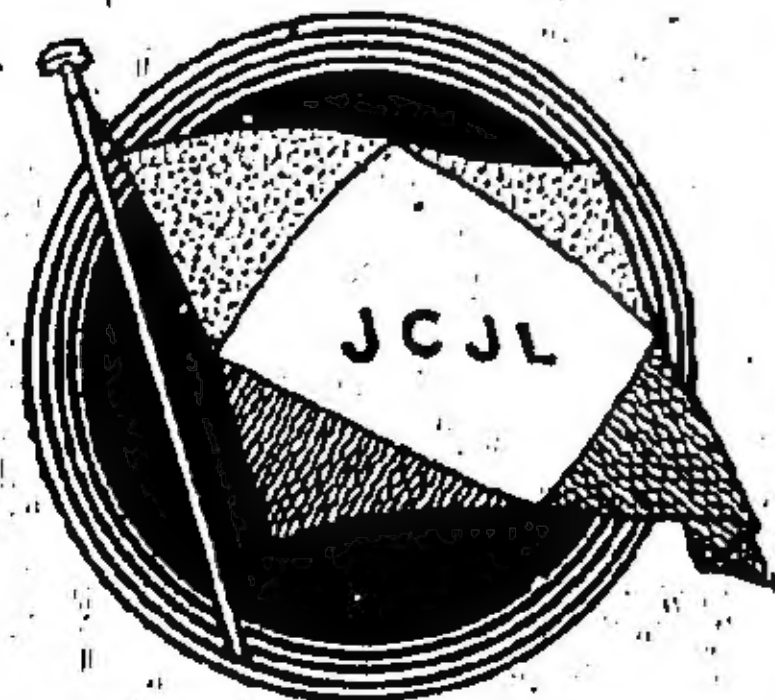
STAY ASHORE in DAIREN about 4 Days for Own Account.

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and

TRAVEL BUREAUX.



## H. K. STOCK EXCHANGE

## YESTERDAY'S OFFICIAL QUOTATIONS

The market remained steady with small trading. Sterling securities were in demand with enquiries for Banks at \$1575 and Unions at \$565. Cements changed hands at \$10.60 and Lights at \$12.45.

The Manila market displayed great strength with Suyocs and San Mauricos as the outstanding feature of the market.

## BUYERS

Hong Kong Banks, \$1575.  
Bank of East Asia, \$75.  
Union Insurance, \$567 1/2.  
Providents (Old), \$170.  
Venz. Goldfields, \$42.

Atoks, 95 cts.  
Bagulo Gold, 58 1/2 cts.  
Benguet Explor, 39 cts.

Big Wedge, 55 cts.  
Consolidated Mines, 12 cts.  
Demonstrations, \$1.54.

Gold River, 12 cts.  
Masbate Consol, 95 cts.  
Santa Rosa, 14 cts.

Suyoc Consol, 85 cts.  
Hotels, \$5.40.  
Hong Kong Lands, \$35.

Hong Kong Trams, \$124.  
Yaumati Fettes, \$204.  
China Lights (Old), \$12.40.

China Lights (New), \$3.90.  
H.K. Electric, \$53 1/2.  
Telephones (Old), \$27.80.

Cements, \$104.  
Watsons, \$3.80.  
Vibro Piling, \$2.20.

Ch. Govt. 3 per cent. 1925. G. S.  
Bonds, 92 per cent. buyers.  
Govt. 4 per cent. Loan—6 1/2 per cent. Prem.

Govt. 3 1/2 per cent. Loan—par.  
SELLERS

Big Wedge, 57 cts.  
Hotels, \$5 1/2.

## SALES

Union Insurance, \$570.  
Providents (Old), \$170.

Atoks, 96 1/2 cts.  
Benguet Explor, 39 cts.  
Big Wedge, 55 1/2 cts.

Consolidated Mines, 12 1/2 cts.  
Gold River, 16 cts.  
Masbate Consol, 95 1/2 cts.

Northern Mining, 54 cts.  
San Mauricio, \$3.47.  
Santa Rosa, 14 1/2 cts.

Suyoc Consol, 78 1/2 cts.  
Hotels, \$5.45.  
Hong Kong Trams, \$124.00/12.50.

China Lights (Old), \$12 1/2.  
Telephones (Old), \$28.

## THE EXCHANGE MARKET

## MESSRS. ROZA BROS.

Monday, Aug. 31.

Silver prices rose 1/16 over the week-end for both deliveries, the quotations being 19 9/16 for Ready and Forward. Silver advices reported India as having bought. China sold. Buyers were not keen at these rates. In America the rate was unchanged at 44 3/4 for Spot.

The London-New York cross-rate was quoted at 5.03. New York-London was slightly higher at 5.03 1/32.

## MARKET

Steady but quiet.

## STERLING

A small business was done during the course of the morning at 1/2 29/32 for September delivery. The market closed at 1 p.m. with sellers at 1/2 7/8 September-December, buyers at 1/2 29/32 September-December.

## U.S. DOLLARS

A small business was done at 31 1/4 for September delivery. The market closed at 1 p.m. with sellers at 31 3/16 September-December, buyers at 31 1/4 for any delivery.

## SHANGHAI DOLLARS

A fairly large business was done on the basis of 103 7/16 for cash. There were sellers at 103 3/8, buyers probably at 103 7/16 for cash.

## SHANGHAI MARKET

There were sellers of Sterling at 1/2 3/8 and U.S. Dollars at 30 1/8 for cash.

## IN THE AFTERNOON

The market was quiet in the afternoon.

## IN STERLING

No business was reported finishing with sellers at 1/2 7/8 September-December, buyers at 1/2 29/32 September-December.

## U.S. DOLLARS

The market closed with sellers at 31 3/16 September-November and 31 1/8 December, buyers at 31 1/4 September-November and probably 31 3/16 December.

## LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

	August 27.	August 29.
Paris	76 25/64	76 25/64
Geneva	15.43	15.42 1/2
Berlin	12.51	12.50
Athens		
Milan	63 15/16	63 1/2
Shanghai		
New York	5.03	5.03
Amsterdam	7.40 1/2	7.40 1/2
Vienna		12 1/2
Prague		
Bucharest		
Madrid		
Lisbon		
Hong Kong	29.81	29.78 1/2
Brussels		38 13/16
Montevideo		
Belgrade		
Montreal	5.03	5.03
Yokohama		
Helsingfors		
Rio		
Buenos Aires	19 9/16	19 1/2
Silver (Spot)	19 9/16	19 1/2
Silver (forward)	34 1/2 107 3/16	31 1/2 107 1/2
War Loan		

## Closing Quotation:

	Aug. 31, 1936.
On LONDON:—	
Telegraphic Transfer...	1/3
Bank Bills, on demand...	13 1/2
Credit, four months...	1/3 3/16
On SHANGHAI:—	
On Demand...	10 1/2
On SINGAPORE:—	
On Demand...	5 1/2
On JAPAN:—	
On Demand...	10 1/2
On INDIA:—	
Telegraphic Transfer...	8 1/2
Bank, on demand...	1/3 1/16
On New York:—	
Bank Bills, on demand...	31 1/16
Credit, 60 days' sight...	31 1/16
On BATAVIA:—	
On Demand...	40 1/2
On PANAMA:—	
Bank Bills, on demand...	47 1/2
Credit, 4 months' sight...	500
On SAIGON:—	
On Demand...	46 11/16
On MANILA:—	
On Demand...	62 1/2
On BANGKOK:—	
On Demand...	150 1/2
SOVEREIGNS, Bank Buying	
Rate	1/3 1/16
BAR SILVER, per oz.	19 9/16

## MANILA MINING SHARES

	28.8.36	31.8.36	31.8.36
	Closing	Opening	Closing
Antamoks	P.3.35	P.3.30	P.3.30
Atoks	62cvs.	60cvs.	61cvs.
Bagulo Gold	35 1/2	35	37
Benguet Consol.	P.14 1/2	P.14 1/2	P.14 1/2
Benguet Explor.	24	23	24 1/2
Big Wedge	42	41 1/2	43
Demonstration	98	96	97
Itogons	P.1.80	P.1.75	P.1.80
L.X.L.	P.1.75	P.1.80	P.1.80
Masbate Consol.	61	61	61
Northern Mining	33	33 1/2	33
Paracale Gumaus	69	—	64
San Mauricio	P.2	P.2.05	P.2.15
Suyoc Consol.	46 1/2	49	56
United Paracale	P.1.50	P.1.50	P.1.50
Market Comment	Quiet	Steady	Steady

## PHILIPPINE MINING RATES

Monday, Aug. 31.

The following are to-day's opening and closing quotations on the Manila Stock

Names	Opening	Closing
	10 a.m.	3.40 p.m.
Antamoks	3.30	3.30
Atoks	60	61
Bagulo Gold	35	37
Benguet Con.	14.50	14.75
Big Wedge	41 1/2	43
Demonstrations	96	97
Itogons	1.75	1.80
Masbate	61	61
Northern Mines	33 1/2	33
Paracale Gumaus	58	64
L.X.L.	1.80	1.80
San Mauricio	2.00	2.15
Suyocs	49	56
United Paracale	1.50	1.50
Market:—Steady.		

## H.K. SHAREBROKERS' ASSOCIATION

## BUYERS

Lights Old, \$12.30.  
Cements, \$10.40.  
Entertainments, \$3.05.  
Atoks, 96 cts.  
Big Wedge, 68 cts.  
Consol. Mines x rts., 12 1/2 cts.  
Paracale Gumaus, 94 cts.  
Salacots, 19 cts.  
Santa Rosa, 14 cts.

## SELLERS

Lights Old, \$12 1/2.  
Cements, 59 cts.  
Consol. Mines x rts., 13 cts.  
Paracale Gumaus, 98 cts.  
Salacots, 21 cts.  
Suyoc, 92 cts.

## SALES

Lights Old, \$12.40.  
Cements, \$10 1/2.  
Entertainments, \$3.15.  
Atoks, 98 cts.  
Bagulo Gold, 57 cts.  
Benguet Explor., 39 1/2 cts.  
Consol. Mines x rts., 128 cts.  
Paracale Gumaus, \$1.05.  
Santa Rosa, 14 1/2 cts.  
Suyoc, 84 cts.  
Demonstrations, \$1.55.  
Gold Rivers, 13 cts.

## TRIPLEX SAFETY GLASS PAYING BONUS

In addition to a dividend, of 3s. per share, the Triplex Safety Glass Company is also proposing a cash bonus of 3s.

Triplex Ordinary are a 10s. share, so that the distribution is equivalent to 80 per cent. Last year there was no bonus, the dividend being 30 per cent.

It is expected that when the report appears a further rise in earnings will be shown. For 1935 earnings on the Ordinary came out at 55 per cent.

In May last the Supreme Court of America decided some questions in favour of the American Triplex Company, and reversed decisions on others, necessitating a recalculation of the amount of money due to the American company.

After deduction of fees and payment in full of the Preferred stock, the value of Ordinary stock was calculated at approximately 8 dollars a share. It was estimated that there should thus be about 200,000 dollars for the Triplex Company.

Share capital in issue of Triplex Safety Glass is £200,000.

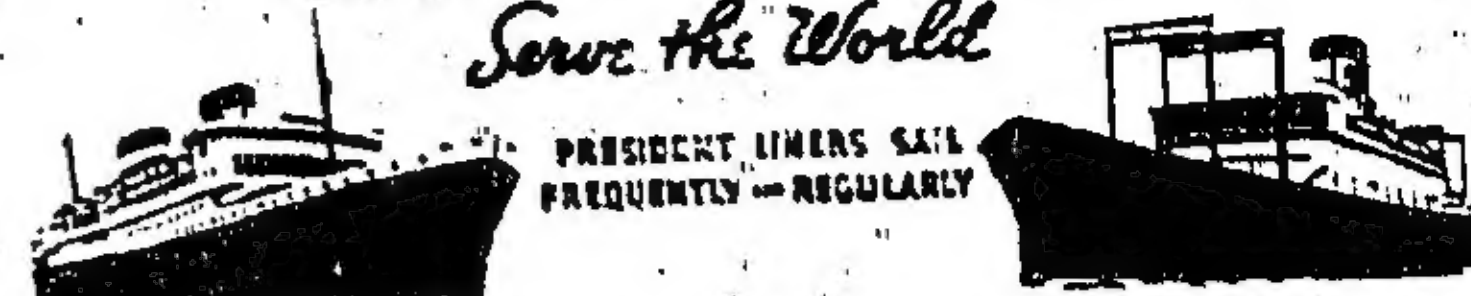
## IMPERIAL AIRWAYS

## Increase in Load Carriage Nearly Doubled

Figures going back over the past few years show that during this period the loads carried by Imperial Airways have been increasing so rapidly that they have more than doubled; while during a recent period of twelve months the Company's cross-Channel aircraft carried more passengers than all foreign air-liners put together. How traffic has been increasing is shown by statistics, comparing the loads carried by Imperial Airways in 1924-25 (their first year) and 1934-35. In 1924-25 the mail-load comprised about 200,000 letters. By 1934-35 they had increased to over 17,000,000 letters. Passengers for the year 1924-25 amounted to just over 11,000. By 1934-35 they had grown to over 62,000.

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Fres. Coolidge Noon Sept. 5th  
Fres. Hoover M'night Sept. 22nd  
Fres. Hoover Noon Oct. 3rd  
Fres. Pierce M'night Oct. 20th  
Fres. Coolidge 10 a.m. Oct. 31st

## To SEATTLE, VICTORIA

Via Shanghai, Kobe, Yokohama and Victoria.

Fres. Jackson M'night Sept. 11th  
Fres. McKinley M'night Sept. 18th  
Fres. Grant M'night Oct. 9th  
Fres. Jefferson M'night Oct. 23rd  
Fres. Jackson M'night Nov. 8th

## EUROPE, NEW YORK

Via Manila, Singapore, Penang, Colombo, Bombay, Suez Canal, Naples, Genoa and Marseilles.

Fres. Van Buren 8 a.m. Sept. 12th  
Fres. Garfield 8 a.m. Sept. 26th  
Fres. Folk 8 a.m. Oct. 10th  
Fres. Adams 8 a.m. Oct. 24th  
Fres. Harrison 8 a.m. Nov. 7th

## MANILA

## THE MOST FREQUENT SERVICE

Next Sailing:

Fres. Jackson 6 p.m. Sept. 5th  
Fres. Van Buren 8 a.m. Sept. 12th  
Fres. Taft 6 p.m. Sept. 18th  
Fres. McKinley 6 p.m. Sept. 18th  
Fres. Hoover 9 p.m. Sept. 24th

MOST FREQUENT SERVICE ON THE PACIFIC

## DOLLAR STEAMSHIP LINES \* AMERICAN MAIL LINE \*

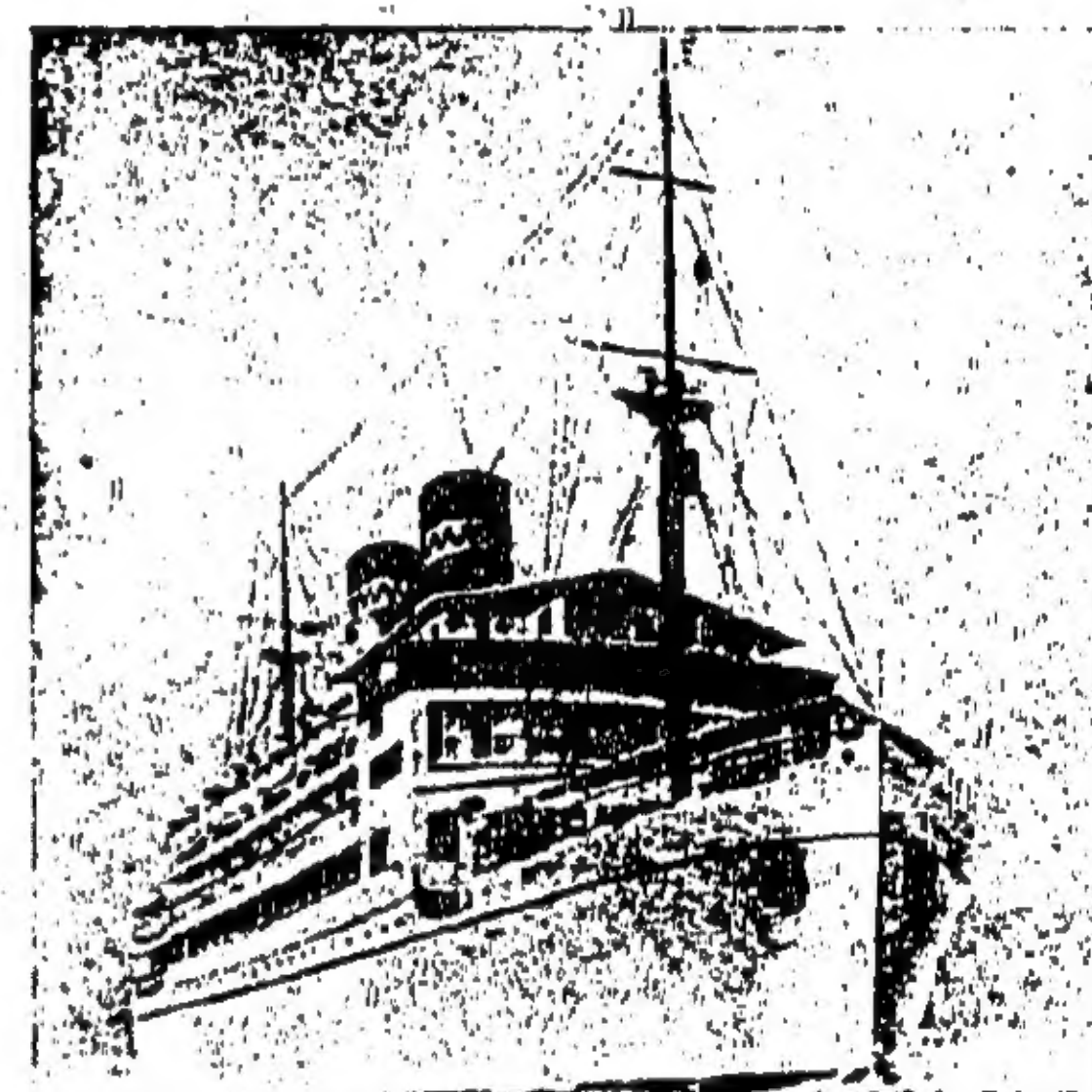
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Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.



# CHINA NAVIGATION COMPANY, LIMITED.

AMOI, NINGPO & SHANGHAI	"SHANTUNG"	On 1st Sept., 5 p.m.
SWATOW, TIENTSIN	"NANCHANG"	On 2nd Sept., 3 p.m.
SWATOW, CHEFOO & TIENTSIN	"SZE HUNG"	On 2nd Sept., 3 p.m.
SWATOW & SHANGHAI	"KWEIYANG"	On 2nd Sept., 3 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 3rd Sept., 6 p.m.
SWATOW, FOCHOW, SHANGHAI, TIENTSIN, WEIHAIWEI, CHEFOO	"YOHOW"	On 4th Sept., 6 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KANGCHOW"	On 4th Sept., 6 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 6th Sept., 3 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 6th Sept., 5 p.m.
SWATOW, CHEFOO & TIENTSIN	"NINGHAI"	On 8th Sept., 2 p.m.
AMOI & SHANGHAI	"TSINAN"	On 9th Sept., 6 p.m.
HOIHOW & SHANGHAI	"MUNAM"	On 10th Sept., 11.30 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KAYING"	On 11th Sept., 3 p.m.
SWATOW, FOCHOW, SHANGHAI, TIENTSIN, WEIHAIWEI, CHEFOO	"YUNNAN"	On 11th Sept., 3 p.m.
SWATOW & SHANGHAI	"KIANGCHOW"	On 13th Sept., 3 p.m.
SWATOW & SHANGHAI	"KIANGSU"	On 13th Sept., 3 p.m.
SWATOW, AMOI, SWATOW, SINGAPORE & PENANG	"ANSHUN"	On 14th Sept., 3 p.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 14th Sept., 3 p.m.
SWATOW, TIENTSIN, CHEFOO & TIENTSIN	"NEOWHANG"	On 16th Sept., 2 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 16th Sept., 6 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 18th Sept., 3 p.m.

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STEAMERS	From Hong Kong	Leave Hong Kong	Leave Madras	Leave Sydney
TAIPEI	4 Sept.	11 Sept.	14 Sept.	30 Sept.
CHANGTE	9 Oct.	16 Oct.	19 Oct.	4 Nov.
TAIPEI	6 Nov.	13 Nov.	16 Nov.	2 Dec.
CHANGTE	11 Dec.	18 Dec.	21 Dec.	7 Jan.

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M.V. "SILVERWALNOT" ... Sept. 27th, 1936  
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S.S. SEISTAN Wednesday, 2nd Sept.

### SWATOW, AMOI, FOCHOW AND RETURN

Sailings  
Sundays and Wednesdays at 4 p.m.  
S.S. HAITAN Tues., 1st Sept., 4 p.m.  
S.S. HAIYANG Fri., 4th Sept., 8 p.m.  
S.S. HAINING Tues., 8th Sept., 4 p.m.

Subject to alteration without notice  
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Salkong.—Wing Wah.  
DOCKS.  
Kowloon.—Baslan and Silver-arch.  
Taikoo.—H.M.S. Regent, Atilla, Kagan, San Nam, Hoi, Asama Maru, Hai Sui and Ninghai.

#### BUOYS.

No. A3.—Tijiangara  
No. A4.—Hong Kheng  
No. A5.—Kwei Yang  
No. A9.—Gustav Diederichsen  
No. A11.—Rosa Moller

### CLEARANCES

31ST AUGUST, 1936.

Wing Wah for K C. Wan  
Anhui for Swatow  
Hai Ching for Hoihow  
Shantung for Shanghai  
Szechuen for Canton

No. B4.—Wing Wo  
No. B5.—Ngow Hock  
No. B6.—Tchekam  
No. B11.—Pichin  
No. B14.—Shantung  
No. B18.—Hellas  
No. B17.—Chong Lee  
No. B20.—Anhui

### ADVERTISED SAILING FROM HONG KONG

#### NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN

Amoy.  
Tijiangara, J.C.J. Line, Sept. 1.  
Haitan, Douglas, September 1.  
Fukukun Maru, O.S.K., September 2.  
Fayuan, B. & S., Sept. 2.  
Tijiangara, J.C.J. Line, Sept. 3.  
Haitan, Douglas, September 4.  
Canton Maru, O.S.K., September 9.  
Tainan, B. & S., Sept. 9.  
Anshun, B. & S., September 14.  
Tayuan, B. & S., Sept. 14.  
Hai Hing, Thoresen's, Sept. 20.  
Chefoo.  
Hopsang, Jardine's, Sept. 2.  
Nanchang, B. & S., Sept. 2.  
Yochow, B. & S., Sept. 4.  
Ninghai, B. & S., September 9.  
Hangsang, Jardine's, Sept. 10.  
Yunnan, B. & S., Sept. 11.  
Nanchang, B. & S., September 16.  
Dairen.  
Tijiangara, J.C.J. Line, Sept. 1.  
Thoresen, B. & S., Sept. 4.  
Donau, Melchers, Sept. 5.  
City of Derby, Bank Line, Sept. 8.  
Kulmerland, Johnson's, Sept. 9.  
Hangsang, Jardine's, Sept. 10.  
Sarpodon, B. & S., Sept. 11.  
Saale, Melchers, September 12.  
Fochow.  
Haitan, Douglas, September 1.  
Haitan, Douglas, September 4.  
Hopsang, Jardine's, Sept. 4.  
Yochow, B. & S., Sept. 4.  
Hangsang, Jardine's, Sept. 10.  
Yunnan, B. & S., Sept. 11.  
Japan (Direct).  
Bokuyo Maru, N.Y.K., September 7.  
Yuenan, Jardine's, Sept. 8.  
Hopsang, Jardine's, Sept. 10.  
Izumi, B. & S., September 19.  
Kilano Maru, N.Y.K., Sept. 22.  
Keelung.  
Tijiangara, J.C.J. Line, Sept. 1.  
Dagfred, Johnson's, Sept. 5.  
Yuenan, Jardine's, Sept. 8.  
Canton Maru, O.S.K., September 9.  
Hopsang, Jardine's, Sept. 10.  
Shanghai and Japan.  
Asama Maru, N.Y.K., September 2.  
Nankin, E. & A., September 2.  
Ranpara, P. & O., September 3.  
Tilawa, B.I. (Apar), September 3.  
Emp. of Asia, C.P.S., September 4.  
Shanghai, Lloyds, September 4.  
Thoresen, B. & S., Sept. 5.  
Chenonceaux, Messageries, Sept. 5.  
Dagfred, Johnson's, Sept. 5.  
Donau, Melchers, Sept. 5.  
Pres. Coolidge, Dollar's, Sept. 5.  
Rhutan, P. & O., Sept. 6.  
Pyrrhus, B. & S., Sept. 7.  
City of Derby, Bank Line, Sept. 8.  
Scharnhorst, Melchers, September 8.  
Kulmerland, Johnson's, Sept. 9.  
Thoresen, B. & S., September 9.  
Pres. Jackson, A.M. Line, Sept. 11.  
Dehar, P. & O., September 12.  
Bonneville, Loxley's, Sept. 12.  
Katori Maru, N.Y.K., Sept. 12.  
Saale, Melchers, September 12.  
Rawalpindi, P. & O., Sept. 17.  
Santia, B.I. (Apar), Sept. 17.  
Emp. of Asia, C.P.S., Sept. 18.  
Shanghai, Lloyds, Sept. 18.  
Tai Yang, Doddwell's, Sept. 18.  
D'Aragnan, Messageries, Sept. 19.  
Gen. Pershing, States Co., Sept. 19.  
Mehaus, B. & S., September 21.  
Pres. Taft, Dollar's, Sept. 22.  
Ermland, Johnson's, Sept. 24.  
Pres. McKinley, A.M. Line, Sept. 25.  
Emp. of Russia, C.P.S., October 2.  
SHANGHAI AND VIA PORTS.  
Tijiangara, J.C.J. Line, Sept. 1.  
Szechuen, B. & S., Sept. 2.  
Yatsing, Jardine's, Sept. 2.  
Tainan, B. & S., Sept. 2.  
Tijiangara, J.C.J. Line, Sept. 3.  
Yochow, B. & S., Sept. 4.  
Kingyuan, B. & S., Sept. 6.  
Kwaisang, Jardine's, September 6.  
Soochow, B. & S., Sept. 8.  
Norviken, Jardine's, September 9.  
Tainan, B. & S., September 9.  
Sarpodon, B. & S., Sept. 11.  
Yunnan, B. & S., Sept. 11.  
Kwangchow, B. & S., September 13.  
Taksang, Jardine's, Sept. 13.  
Szechuen, B. & S., Sept. 15.  
Tayuan, B. & S., Sept. 16.  
Saito.  
Haitan, Douglas, September 1.  
Fukukun Maru, O.S.K., September 2.  
Holios, Thoresen's, Sept. 2.  
Kweiyang, B. & S., September 2.  
Nanchang, B. & S., Sept. 2.  
Szechuen, B. & S., Sept. 2.  
Yatsing, Jardine's, Sept. 2.  
Haitan, Douglas, September 4.  
Hopsang, Jardine's, Sept. 4.  
Yochow, B. & S., Sept. 4.  
Kingyuan, B. & S., Sept. 6.  
Kwaisang, Jardine's, September 6.  
Soochow, B. & S., Sept. 8.  
Norviken, Jardine's, September 9.  
Tainan, B. & S., September 9.  
Sarpodon, B. & S., Sept. 11.  
Yunnan, B. & S., Sept. 11.  
Kwangchow, B. & S., September 13.  
Taksang, Jardine's, Sept. 13.  
Szechuen, B. & S., Sept. 15.  
Tayuan, B. & S., Sept. 16.  
Haitan, Douglas, September 1.  
Fukukun Maru, O.S.K., September 2.  
Holios, Thoresen's, Sept. 2.  
Kweiyang, B. & S., September 2.  
Nanchang, B. & S., Sept. 2.  
Szechuen, B. & S., Sept. 2.  
Yatsing, Jardine's, Sept. 2.  
Haitan, Douglas, September 4.  
Hopsang, Jardine's, Sept. 4.  
Yochow, B. & S., Sept. 4.  
Kingyuan, B. & S., Sept. 6.  
Kwaisang, Jardine's, September 6.  
Soochow, B. & S., Sept. 8.  
Norviken, Jardine's, September 9.  
Tainan, B. & S., September 9.  
Sarpodon, B. & S., Sept. 11.  
Yunnan, B. & S., Sept. 11.  
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Kweiyang, B. & S., September 2.  
Nanchang, B. & S., Sept. 2.  
Szechuen, B. & S., Sept. 2.  
Yatsing, Jardine's, Sept. 2.  
Haitan, Douglas, September 4.  
Hopsang, Jardine's, Sept. 4.  
Yochow, B. & S., Sept. 4.  
Kingyuan, B. & S., Sept. 6.  
Kwaisang, Jardine's, September 6.  
Soochow, B. & S., Sept. 8.  
Norviken, Jardine's, September 9.  
Tainan, B. & S., September 9.  
Sarpodon, B. & S., Sept. 11.  
Yunnan, B. & S., Sept. 11.  
Kwangchow, B. & S., September 13.  
Taksang, Jardine's, Sept. 13.  
S



CANADIAN PACIFIC  
1937 SAILINGS

BOOK EARLY

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Canada	Jan. 26	Jan. 28	Feb. 1	Feb. 3	Feb. 5	Feb. 9	Feb. 14
E/Russia	Feb. 12	Feb. 14	Feb. 16	Feb. 18	Feb. 20	Feb. 24	Feb. 27
E/Japan	Feb. 23	Feb. 25	Feb. 27	Feb. 29	Mar. 2	Mar. 6	Mar. 13
E/Asia	Mar. 10	Mar. 12	Mar. 14	Mar. 16	Mar. 18	Mar. 22	Mar. 27
E/Canada	Mar. 19	Mar. 21	Mar. 23	Mar. 25	Mar. 27	Apr. 1	Apr. 7
E/Russia	Apr. 2	Apr. 4	Apr. 6	Apr. 8	Apr. 10	Apr. 14	Apr. 19
E/Japan	Apr. 16	Apr. 18	Apr. 20	Apr. 22	Apr. 24	Apr. 28	May 4
E/Asia	Apr. 23	Apr. 25	Apr. 27	Apr. 29	May 1	May 5	May 11
E/Canada	May 14	May 16	May 18	May 20	May 22	May 26	June 2
E/Russia	May 28	May 30	June 1	June 3	June 5	June 9	June 15
E/Japan	June 11	June 13	June 15	June 17	June 19	June 23	June 29

NEXT SAILING TO  
VANCOUVER  
EMPRESS OF ASIA  
SAILS VIA SHANGHAI & JAPAN  
AT NOON, FRIDAY, SEPTEMBER 4th.

TO MANILA  
EMPRESS OF CANADA ... Sept. 11th.  
EMPRESS OF RUSSIA ... Sept. 24th.

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**Canadian Pacific**  
WORLD'S GREATEST TRAVEL SYSTEM

Telephone: Passenger 20752. GACANPAC: Passenger Dept.  
Freight 20042. NAUTILUS: Freight Dept.  
Canton Agents: JARDINE, MATHESON & CO. LTD.



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.  
ASAMA MARU ... Wednesday, 2nd Sept.  
TAIYO MARU ... Friday, 18th Sept.  
CHICHIBU MARU ... Wednesday, 30th Sept.

SEATTLE & VANCOUVER.  
HIKAWA MARU (Starts from Kobe) Wednesday, 2nd Sept.  
HIYE MARU (Starts from Kobe) Saturday, 19th Sept.

NEW YORK via Panama.  
NAKO MARU ... Friday, 11th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.  
BOKUYO MARU ... Monday, 7th Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM.  
TERUKUNI MARU ... Friday, 11th Sept.  
HAKUSAN MARU ... Saturday, 26th Sept.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, and Marseilles.  
LYONS MARU ... Tuesday, 10th Sept.

SYDNEY & MELBOURNE via Manila and Ports.  
ATSUTA MARU ... Saturday, 26th Sept.

BOMBAY via Singapore, Penang and Colombo.  
MUROBAN MARU ... Saturday, 5th Sept.

CALCUTTA via Singapore, Penang and Rangoon.  
LIBSON MARU ... Monday, 7th Sept.

SHANGHAI, KOBE & YOKOHAMA.  
KATORI MARU ... Saturday, 19th Sept.  
KITANO MARU (Nagasaki direct) Tuesday, 22nd Sept.

† Cargo only.

GENERAL PASSENGER AGENTS IN THE ORIENT FOR  
CUNARD WHITE STAR LINE.

Tel. 30291



FRENCH MAIL STEAMERS  
Sailings from Hong Kong:

To SHANGHAI - KOBE.	To MANILA via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.
CHENONCEAUX ... 5th Sept. 1936.	PRE. DOUMER ... 5th Sept. 1936.
D'ARTAGNAN ... 19th Sept. 1936.	CHENONCEAUX ... 22nd Sept. 1936.
SPHINX ... 3rd Oct. 1936.	D'ARTAGNAN ... 6th Oct. 1936.
FELIX ROUSSEL ... 18th Oct. 1936.	SPHINX ... 20th Oct. 1936.
JEAN LABORDE ... 30th Oct. 1936.	FELIX ROUSSEL ... 3rd Nov. 1936.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:—  
Cie. Des MESSAGERIES MARITIMES,  
Telephone 26851, 3, Queen's Building.

## Shipping News

Daily Statement, Clearances,  
Ships in Harbour, etc.ADVERTISED SAILING  
FROM HONG KONG

(Continued from Page 14)

Pres. Van Buren, Dollar's, Sept. 12.  
Shirala, B.I. (Apar), Sept. 12.  
Anshun, B. & S., September 11.  
Suisang, Jardine's, Sept. 16.  
Chitral, P. & O., Sept. 19.  
Aeneas, B. & S., September 22.  
Scharnhorst, Melchers', September 25.  
Hsi Hing, Thoresen's, September 26.  
Pres. Garfield, Dollar's, Sept. 28.

Piraeus  
Lyons Maru, N.Y.K., September 10.  
Firmouth.  
Rajputana, P. & O., September 5.  
Chitral, P. & O., Sept. 19.  
Port Swettenham.  
Shirala, B.I. (Apar), Sept. 12.

Port Said.  
Rajputana, P. & O., September 5.  
Nagara, Gilman's, September 6.  
Havel, Melchers', September 7.  
Pres. Doumer, Messageries', Sept. 8.  
Burgeland, Jensen's, September 9.  
Menestheus, B. & S., September 9.  
Lyons Maru, N.Y.K., September 10.  
Grotekerk, J.C.J. Line, September 11.  
Bangalore, P. & O., September 12.  
Bennohr, Loxley's, September 12.  
Pres. Van Buren, Dollar's, Sept. 12.  
Chitral, P. & O., Sept. 19.

Aeneas, B. & S., September 22.  
Cheonocaux, Messageries', Sept. 22.  
Neumark, Jensen's, September 23.  
Scharnhorst, Melchers', September 25.  
Pres. Garfield, Dollar's, Sept. 26.  
Trianon, Thoresen's, September 28.

Port Swettenham.  
Nagara, Gilman's, Sept. 6.

Rangoon.  
Havana Maru, O.S.K., September 2.  
Hsi Hing, Thoresen's, September 6.  
Lyons Maru, N.Y.K., Sept. 7.  
Shirala, B.I. (Apar), Sept. 12.  
Hsi Hing, Thoresen's, September 26.

Rotterdam.  
Nagara, Gilman's, September 6.

Havel, Melchers', September 7.  
City of Batavia, Bank Line, Sept. 8.  
Burgeland, Jensen's, September 9.  
Menestheus, B. & S., September 9.  
Australia, R.A. Co., September 11.  
Grotekerk, J.C.J. Line, Sept. 11.

Bangalore, P. & O., September 12.  
Bennohr, Loxley's, September 12.  
Idomenus, Jardine's, Sept. 16.  
Aeneas, B. & S., September 22.  
Neumark, Jensen's, September 23.

Scharnhorst, Melchers', September 25.  
Trianon, Thoresen's, September 28.  
Scandinavian and Baltic Ports.  
Nagara, Gilman's, September 6.

Southampton.  
Scharnhorst, Melchers', September 25.

Singapore.  
Havana Maru, O.S.K., September 2.

Boravia Maru, O.S.K., September 3.  
Cremier, J.C.J. Line, September 4.  
Hawaii Maru, O.S.K., September 5.  
Rajputana, P. & O., September 5.

Taipei Maru, N.Y.K., September 5.  
Tuscaloosa City, Bank Line, Sept. 6.

Hsi Hing, Thoresen's, Sept. 6.

Nagara, Gilman's, September 6.

Havel, Melchers', September 7.

Lyons Maru, N.Y.K., Sept. 7.

City of Batavia, Bank Line, Sept. 8.

Pres. Doumer, Messageries', Sept. 8.

Burgeland, Jensen's, September 9.

Kutsang, Jardine's, Sept. 9.

Menestheus, B. & S., September 9.

Lyons Maru, N.Y.K., September 10.

Munich, B. & S., Sept. 10.

Australia, R.A. Co., September 11.

Grotekerk, J.C.J. Line, Sept. 11.

Alipore, P. & O., Sept. 12.

Bangalore, P. & O., September 12.

Bennohr, Loxley's, September 12.

Pres. Van Buren, Dollar's, Sept. 12.

Shirala, B.I. (Apar), Sept. 12.

Anshun, B. & S., September 14.

Rhexenor, B. & S., September 15.

Idomenus, Jardine's, Sept. 16.

Suisang, Jardine's, Sept. 16.

Suez.  
Nagara, Gilman's, September 6.

Havel, Melchers', September 7.

Pres. Doumer, Messageries', Sept. 8.

Pres. Van Buren, Dollar's, Sept. 12.

Cheonocaux, Messageries', Sept. 22.

NEWS FROM THE  
WATERFRONTFreight and Asiatic  
Passengers Returns

(BY LONGSHOREMAN).

The freight returns, received from the Harbour Office during the 24 hours ended at 9.00 a.m. yesterday, showed a moderate tonnage movement.

The total tonnage of general cargo carried by vessels to the Colony was 5,904 tons, with British steamers carrying 200 tons.

Through cargo for ports beyond the Colony amounted to 3,382 tons, of which 572 tons were carried by British steamers.

Asiatic deck passengers entering into the Colony during the 24 hours ended at 9.00 a.m. yesterday were 1,832, of which 1,247 were from British steamers.

There were altogether thirteen arrivals, of which three were of British registry, the remainder being of other nationalities, while of the 10 departures, only 2 were British ships, the rest being of other different countries. Particulars as follows:—

Nationality	Ships	Tonnage
British	3	772
Dutch	1	1,119
Danish	2	3,000
Portuguese	1	300
Italian	1	492
Japanese	2	1,887
Chinese	3	1,715
Total	13	9,286

## FLEET MOVEMENTS

H.M.S. Berwick, which has been in Mediterranean waters for some time and which arrived in Hong Kong last week, left on Sunday afternoon for Wei Hai Wei where she will join the remainder of the China fleet which stay in the North during the summer. The Berwick will return in November.

H.M. Submarine Rover is due to sail this morning for Wei Hai Wei.

## SHIPPING MOVEMENTS

The E. and A. Line's steam ship "Tanda" left Moji for this Port on the 28th August at a.m., and is due here on the 2nd September at about noon.

The P. & O. Line's steam ship "Ranpura" left Singapore for this Port on the 29th August at noon with the outward English Mails, and is due here on the 2nd Sept. (to-morrow) at about 10 a.m.

The E. and A. Line's steam ship "Nankin" left Manila for this Port on the 30th August at a.m. with the outward Mails, and is due here to-day at about a.m.

Scharnhorst, Melchers', September 25.

Pres. Garfield, Dollar's, Sept. 26.

Taipei.

Rajputana, P. & O., September 5.

Chitral, P. & O., Sept. 19.

Valencia.

Lyons Maru, N.Y.K., September 10.

## ARRIVALS

31ST AUGUST, 1936.

Thurand Castle, British steamer, 3,808 tons, Captain R. L. Hughes, from Manila, Tsun Wan—Dodwell & Co.

Hakodate Maru, Japanese steamer, 3,222 tons, Captain S. Kikuchi, from Yokohama, Kowloon Wharf—N. Y. K.

Tai Yuan, British steamer, 2,100 tons, Captain W. Shaw, from Shanghai via Amoy, buoy No. 321—B. & S.

Tehekam, Chinese steamer, 806 tons, Captain Kwok Fook, from Hoihow via Tientsin, buoy No. 36—Ping On & Co.

Glengarry, British steamer, 5,772 tons, Captain Waite, from London via Singapore, Holt's Wharf—J. M. & Co.

Josefina, Dutch steamer, 1,168 tons, Captain J. Kip, from Hoihow, Tai Kok Tsui—A. P. C.

Szechuen, British steamer, 1,594 tons, Captain J. R. Nisbet, from Shanghai via Swatow, buoy No. 33—Butterfield and Swire.

Pei Chin, Chinese steamer, 1,002 tons, Captain B. Krasnoff, from Lungkow via Tientsin, buoy No. 311—Yee Tai Hong.

Hong Kong, British steamer, 3,975 tons, Capt. D. M. Hood, from Amoy via Swatow, buoy No. 34—Ho Thong & Co.

Gustav Diederichsen, Danish str., 1,353 tons, Captain F. Thaysen, from Bangkok via Hoihow, buoy No. 31—Chun Sang Hong.

30TH AUGUST, 1936.

Wing Wo, Portuguese steamer, 495 tons, Captain I. de Lemos, from K. C. Wan, Sui-kong Wharf—Tai Fung & Co.

## CONSIGNEE NOTICES.

DODWELL—CASTLE LINE

NOTICE TO CONSIGNEES

Motor Vessel "THURAND CASTLE"

From U.S.A. via MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd. at Kowloon, where and/or from the wharves delivery may be obtained.

Optional cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

In the case of dutiable cargo, consignees are requested to inform the Imports & Exports Office that they have such goods for examination.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO. LTD.  
Agents.

Hong Kong, 1st Sept., 1936. [4848]

P&O-BRITISH INDIA-APCAR AND  
EASTERN & AUSTRALIAN LINESMAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR

Straits, Java, Burma, Ceylon, Australia, Red Sea, Egypt,  
India, Persian Gulf, Mauritius, Istanbul, Greece, Levantine Ports,  
East and South Africa, Europe.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS

under contract with H.M. Government  
All vessels may call at any ports on or off the route, and the route and all  
sailings are subject to change or deviation with or without notice.

Steamship	Tons	From Hongkong (About)	Destination
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## PENINSULAR &amp; ORIENTAL SAILINGS

*TRAJPUTANA	17,000	15th Sept.	Bombay, Marseilles & London
*BANGALORE	6,000	18th Sept.	Marseilles, Havre, London, Hull, Hamburg, R'dam, & Antwerp.
*ALIPORE	6,000	18th Sept.	Bombay & Karachi only.
CHITRAL	15,000	19th Sept.	Marseilles & London.
*RANPURA	17,000	3rd Oct.	Marseilles & London.
*BHUTAN	6,000	10th Oct.	Marseilles, Havre, London, Hull, Hamburg, R'dam, & Antwerp.
RAWALPINDI	17,000	17th Oct.	Marseilles & London.
*BEHAR	6,000	24th Oct.	Mars, Havre, London, Hull, Hamburg, R'dam, & Antwerp.
*CORFU	14,500	31st Oct.	Bombay, Marseilles & London.
*SOUDAN	6,000	7th Nov.	Mars, Havre, London, Hull, Hamburg, R'dam, & Antwerp.
RANCHI	17,000	14th Nov.	Marseilles & London.
CARTHAGE	14,500	28th Nov.	Bombay, Marseilles & London.

\* Cargo only. † Calls Casablanca. ‡ Calls Tangier.  
All vessels may call at Malta.

Frequent connection from Port Said for Passengers and Cargo to Istanbul, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS

SHIRALA	8,000	12th Sept.	
TILAWA	10,000	28th Sept.	
SANTHIA	8,000	10th Oct.	Singapore, Port Swettenham
*GOGBA	7,000	24th Oct.	Penang, Rangoon & Calcutta
SIBDHANA	8,000	7th Nov.	

\* Cargo only.

Now is the time to visit  
Australia & New Zealand

lands of Australia and New Zealand. "Down Under" you will find a new being and even if you are not inclined towards Sunbathing, Fishing, shooting or Mountaineering you will find that the Antipodes have plenty to offer you—including 250,000 sq. miles of your own.

On the way down your life aboard will be as you wish, quiet or hectic for the E. & A. will honour your every whim.

And by the way there is no additional charge for Deck Chairs and there is of course a Sun Deck Swimming pool, an Orchestra and a fine library.

A Surgeon and Stewards are at your disposal and last but not least—we had almost forgotten—the cuisine will set you listening eagerly for the Gongs.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—  
The Union S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## EASTERN &amp; AUSTRALIAN SAILINGS

TANDA	7,000	4th Sept.	10.30 a.m.	
NANKIN	7,000	2nd Oct.		Manila, Rabaul, Brisbane
NELLORE	7,000	31st Oct.		Sydney, Melbourne & Hobart

## SAILINGS TO SHANGHAI &amp; JAPAN

ALL DATES are approximate and subject to alteration without notice.  
For further information, Passage, Freight, Handbooks, etc., apply  
the Agents:-



